National Historical Journal

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SERVING THE AUXILIARY AIRMEN OF CIVIL AIR PATROL,
THE UNITED STATES AIR FORCE AUXILIARY

ANNIVERSARY EDITION

Eight decades of service

Pennsylvania Wing's response to the 1979 Three Mile Island nuclear incident • Page 51

CAPT. RON FINGER, MINNESOTA WING CAP

National Historical Journal

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The Civil Air Patrol National Historical Journal is published biennially by a staff of academic historians and professional editors. As such, we recognize the demand for quality publications reflecting a variety of interests to our readers, and strive to provide the best in feature and thought-provoking articles. We trust you'll enjoy this publication and consider contributing to its mission in providing a forum for Civil Air Patrol's great traditions.

We receive quality submissions and letters to the editor from across the CAP community. Email contributions to mhenderson@cap.gov.

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U.S. Air Force Auxiliary

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About This Issue

So much of Civil Air Patrol's formal history centers on its World War II beginnings. In honor of CAP's 80th anniversary in December 2021, this issue pays tribute to the CAP members who carried its torch for the 75 years since the end of WWII. We sincerely hope you will enjoy our selected survey of CAP history.

The issue begins with two articles by CAP National Historian Lt. Col. Richard Mulanax. The first summarizes CAP service spanning its history, and the second highlights the CAP and U.S. Air Force relationship.

NHJ shares an expose of a woman that flew in what I have dubbed the "aviatrix trifecta." Mabel Rawlinson was a Ninety-Nine (a title bestowed upon members of the International Organization of Women Pilots), a CAP pilot, and earned her spot with the Women Airforce Service Pilots in WWII.

CAP's first International Air Cadet Exchange was with Canada in 1948. CAP National Historian Emeritus Col. Frank Blazich provides a detailed study of the first visit.

We get a fresh, intimate look at Paul E. Garber via an interview with his grandson, Wayne Barber. Mr. Garber was the first head of the National Air Museum of the Smithsonian Institution, an aviation pioneer, and an early champion of CAP. Artist Sean McGraw donated his time and skill to paint a portrait of Mr. Garber for us. His work will be donated to National Headquarters Civil Air Patrol.

In 1963, CAP supported authorities at the crash site of Pan Am 214. North Carolina Wing's Lt. Col. Phil Saleet recalls his unit's participation.

Civil Air Patrol was uniquely poised to respond to the Three Mile Island incident in 1979. Pennsylvania Wing's response is described.

We finish our tribute with a new *National Historical Journal* recommended reading list. Share your thoughts with us about the reading list, the articles or suggestions for future issues. Email mhenderson@cap.gov. ▲

— *Maj. Marc R. Henderson*

CIVIL AIR PATROL

80

years of service

By Lt. Col. Richard B. Mulanax, Ph.D.
CAP National Historian

Introduction

Civil Air Patrol never operated in a vacuum. Its mission and membership waxed and waned with current events and public awareness of its role in contributing to successfully coping with the needs of the nation. Whether it was through day-to-day activities such as aerospace education, or threats made to the American people via armed attack, or the more likely scenario of natural disasters, CAP responded. This has been reflected in the history of Civil Air Patrol throughout its 80-year history. CAP was not static; events caused changes in public and Air Force perceptions of CAP's usefulness to the Air Force and the nation. This was reflected in membership numbers and public appreciation of CAP. The American public has often been unwittingly unaware of CAP's many contributions to the safety of America, and the existence of CAP itself. These events are addressed in greater detail following the Introduction.World War II resulted in the creation of the Office of Civilian Defense (OCD), with CAP as its air arm. There was heavy public involvement and interest in the CAP mission in the beginning, and this lasted through the end of the War. With postwar demobilization and a return to peacetime pursuits, however, there was a question of whether CAP should continue to operate, and if so, what should its relationship be with the Army Air Forces, soon to be reorganized and renamed the U.S. Air Force (USAF).

The Cold War and Korea renewed Air Force and public interest in CAP because of the immediate and continuing threat of nuclear war associated with the Soviet Union and its client states, especially China. In times of international crisis, CAP membership improved, and the Air Force was actively involved with CAP. In particular, there were internal conflicts between the national commander and the Air Force-staffed headquarters (CAP-USAF). John F. Kennedy's election to the presidency saw the new policy of flexible response to Soviet aggression. His critics would later charge that this led directly to the Vietnam War and other East-West confrontations of the 1960s, '70s, and '80s. As public support for the Vietnam War waned, public and Air Force interest in CAP plummeted, CAP was marginalized by both.

The end of the Cold War and the first Gulf War changed the nation's focus. Overnight, the Soviet threat vanished, and Soviet-inspired and -funded insurgencies throughout the developing world disappeared. The Air Force, and consequently CAP, was faced with redefining its mission focus in the light of these events. CAP became more involved with disaster relief and drug interdiction missions.

The terrorist attacks on the World Trade Center in New York, the Pentagon building in Washington, and the downing of an airliner in Pennsylvania changed the presumptive role of the U.S. armed forces. The federal government consolidated homeland threat missions into one agency, the Department of Homeland Security, focusing public attention on terrorist and natural disaster threats to the nation. CAP became more involved with supporting Air Force-related homeland security missions.

In 2016, the Air Force announced a new role for CAP as part of the Total Force, making CAP an integral part of planning and non-combatant support for the Air Force. This reflected a closer relationship with the Air Force than had existed for many years.

The recent policy change by the USAF allowing enlisted airmen to fly remotely piloted aircraft (RPA) as opposed to only commissioned officers — a move that was announced last year in some publications — is just one of many indicators that the USAF is looking towards utilizing as many resources as possible in overall air operations. This is not only a policy change, but likely a doctrinal one as well. It may be argued though with little evidence that CAP pilots will see larger roles once fulfilled by USAF mission pilots. This is a statement of opinion rather than fact. However, CAP leadership has yet to define the new relationship, and as such, leaves much to speculation. This would certainly create relevance far greater in scope for the organization. Being part of the future use of aviation assets and personnel is where CAP began, and presumably where it will be in the future.

Over the years, the Office of Civilian Defense, then Headquarters Army Air Forces, and finally Headquarters USAF, delegated support for CAP to various agencies and major air commands under

their control, based on their perception of where it could provide the most use to them:

Dec. 1, 1941: OCD
April 29, 1943: War (Army) Department
May 4, 1943: HQ US Army Air Forces (USAAF)
June 24, 1943: USAAF Technical Services Command
July 31, 1945: USAAF terminates CAP financial support
April 1, 1945: USAAF Training Command
Aug. 5, 1945: Air Defense Command
July 1, 1946: USAAF Technical Training Command
Sept. 18, 1947: USAAF designated U.S. Air Force
May 21, 1948: USAF Air Training Command
Jan. 11, 1949: Headquarters Command USAF
Jan. 1, 1949: Continental Air Command
Jan. 1, 1968: Headquarters Command USAF
May 15, 1978: Air University
July 1, 1983: Air Training Command
July 1, 1993: Air Education and Training Command[1]

CAP has come full circle with the Air Force. When the organization became the official Air Force auxiliary in 1948, the Air Force regarded CAP's mission as primarily supporting Air Force recruitment (essentially, the cadet program and air education), with a secondary mission of augmenting the Air Force search and rescue mission. Air (later aerospace) education was essentially an element of the recruitment program. This focus continued throughout the Cold War period, but began to change in the 1990s, as post-Cold War demobilization tremendously reduced the manpower needs of the Air Force.

The introduction of the Drug Demand Reduction (DDR) Program and increased public and Air Force interest in responding to natural disasters resulted in a reprioritization in favor of Emergency Services. After 911, CAP expanded its role as a vital component of the homeland security team in augmenting the anti-terrorism effort and responding to natural disasters.

Public support for Civil Air Patrol over the last 75 years was based on knowledge of CAP's contribution to public safety and security. Because the public was largely unaware of CAP's contributions, CAP did not exist for them. This has been a recurring theme for CAP. Similarly, CAP was generally unknown to the vast majority of rank-and-file Air Force personnel during the 1970s, '80s and '90s, receiving relatively low support as a result.[2] With the change in mission after 911 and the assignment of CAP to Air Combat Command, CAP's mission and the Air Force mission are now more closely aligned. CAP is now in a position to provide vital support for the nation that is visible and perceived as essential to the nation.

World War II and Demobilization (1941-1948)

Civil Air Patrol was born and nurtured in the cauldron of World War II. War in Europe broke out in September 1939, and as the war progressed it became increasingly clear that the United States would be drawn in, and so must prepare for the inevitable. Since the beginning of the 20th Century, America replaced Britain as the great balancer of wars: Whichever side received America's support would win, so even if the isolationists wished not to be involved, America would be forced in by one side or the other because it was the tipper.

American military planners in the War and Navy departments strongly lobbied President Roosevelt to initiate a major buildup between 1939 and 1941, ostensibly as a deterrent to German aggression, but in reality, preparing to go to war in support of the Allied nations of Britain and France. General Headquarters Air Force (GHQ AF) was activated in 1935 to consolidate American combat air forces under one command, reporting directly to the chief of staff of the Army in his role as wartime commanding general of General Headquarters U.S. Army. The separate Army Air Corps (AAC) was responsible for training and logistics, and concentrated on developing new combat aircraft for GHQ AF. By 1941, the AAC was combined with the GHQ AF, renamed Air Force Combat Command, and placed under the USAAF, with Maj.

1. Fact Sheet, Civil Air Patrol, USAF (AETC), 31 March 2009, Air Force Historical Research Agency, http://afhra/af.mil/factsheets; Civil Air Patrol Lineage and Honors, Compiled by CAP Colonel Leonard Blascovich, August 2000, http://capnhq.custhelp.com; Civil Air Patrol Joins Total Force "Airmen", SSgt Whitney Stanfield, Secretary of the Air Force Command Information, 28 Aug 2015; and CAPM 50-5, Apr 2013, Revision One, pp 15.
2. The author served as an active-duty Air Force officer and CAP member from 1972 to 1992, and noted at the time that most Air Force personnel, particularly senior officers, were generally unaware of CAP's contribution to the Air Force mission.

Gen. Henry Arnold as chief. In 1942, the AAC and the GHQ were deactivated, their components now reporting directly to Headquarters USAAF, with Lt. Gen. Arnold as commanding general, USAAF. The USAAF was designated one of three major components of the Army, along with Army Ground Forces and Army Services Forces.

The Office of Civil Defense (OCD) was created in 1941 as the civilian corollary to the military buildup. Several states created aviation departments in the 1930s, and there was an aviation component of state-controlled National Guard units. A distinguished group of civil aviators, led by Gill Robb Wilson, joined under the OCD umbrella to form Civil Air Patrol in December 1941. This provided private pilots who were not in military service to support the country and the AAC on a volunteer basis to augment the air forces of the country.

Early in the war, the USAAF had little interest in Civil Air Patrol. Military leaders were not convinced that civilian pilots without military training could provide any worthwhile contribution to the air defense of the United States. This perception quickly changed when German U-boats appeared off America's coasts.

Despite the pre-war buildup, American military forces were unprepared to defend American coastal shipping. American oil companies used fuel tanker ships to move their products, which were vital to the war effort, up and down the Atlantic and Gulf coasts, and through the Panama Canal, where West Coast fuel could be transported to eastern cities. The sheer volume and urgent need for fuel prevented switching to railroad tank cars, and pipelines could not be built quickly enough. Additionally, American Army and Navy aircraft and crews were in such short supply that they could not adequately patrol the shipping lanes along the coasts. This led to oil company executives meeting with representatives of Civil Air Patrol and agreeing to partially fund the creation of a CAP Coastal Patrol along the Atlantic and Gulf coasts. This funded the Coastal Patrol and protected the American coastline. It is important to note that this was done at a time when CAP was under the control of the OCD, not the Air Force, or it might not have happened. The President of Sun Oil and other industry leaders were able to use their influence to obtain U.S. government support, and they donated $18,000 to help fund Coastal Patrol operations.[3] The Army and Navy leadership were hostile to the concept, but were forced by political pressure to accept it.[4]

Coastal Patrol planes were light aircraft such as Piper Cubs; they had virtually no combat value, even though they were eventually armed with small bombs for use against targets of opportunity (provided the other side was not firing on them). Their main purpose was to identify U-boats and hostile surface craft patrolling the coasts, and search for survivors of sunken Allied ships and aircraft. Coastal Patrol was not designed to provide a coordinated program to attack enemy vessels; it was important as a deterrent to U-boats, whose captains were concerned that the small planes would call in a military attack by air or sea. It was thus a credible deterrent and led to a decrease in U-boat attacks on coastal shipping.

By 1943, U-boat attacks in the coastal sea lanes had diminished considerably, as the American Navy drove the German submarines out of the western Atlantic and coastal air and sea defenses became adequately manned by the military and naval forces. CAP in the meantime expanded its participation in other wartime missions such as border patrol, courier services for the Army Air Forces, and forest fire spotting.

When CAP was under the OCD, the USAAF provided the commander and a small administrative staff for CAP. Most of these individuals, including the national commander, were commissioned directly from civilian life, and were not part of the regular military establishment; and CAP reported to the OCD, not the USAAF. This changed in 1943 when CAP was transferred to the War Department and placed under the jurisdiction of the USAAF.

The USAAF immediately wanted to militarize CAP, so that CAP would, in the USAAF view, fit better into the total USAAF wartime mission. This led, in 1944, to the USAAF Air Inspector General conducting a thorough examination of all aspects of CAP activities, personnel, and organization. The resulting report heavily criticized the directly

3. Editor's note: $18,000 in 1941 equates to $332,520 in 2021.
4. Robert Neprud, Flying Minutemen, (NY, Duell, Sloan, and Pearce, 1948), p 10.

commissioned officers and the civilian members of CAP, and charged that CAP members were more loyal to the Civil Air Patrol than to the Army Air Forces. Although this was a false dichotomy, since CAP members could be loyal to both, it led to the first effort to define and rationalize the relationship between the civilian and military sides of CAP.[5]

The Cadet Program, created Oct. 1, 1942, was of more interest to the USAAF because it provided aviation training and motivation to high-school graduates who could fill the war-depleted ranks of the USAAF.[6] As cadet membership soared, so did USAAF interest in the cadet side of CAP. CAP continued to support the war effort both operationally and with the Cadet Program for the duration of the war, providing invaluable services to the USAAF at a very low cost.[7]

Membership declined as the U.S. armed forces demobilized in 1945-46. For CAP, this meant that the organization had to decide if it had completed its mission and should be disbanded; or if it had a place in the peacetime world. In the view some of the USAAF leadership, the realignment of USAAF missions after the war made CAP redundant. In January 1946, Gen. of the Army (later Air Force) Henry Arnold convened a conference of Air Force officials and CAP wing commanders to consider the future of CAP. The conference recommended that CAP incorporate as a private organization or corporation.

The USAAF withdrew its funding of CAP on March 31, 1946, and CAP was chartered by Congress as a civilian organization with the three-fold mission of emergency services, aviation

5. Summary Report of Air Inspector's Investigation of the Civil Air Patrol, dated 8 March 1944. Washington, DC, HQ Army Air Forces.
6. Civil Air Patrol Historical Note, The Cadet Program, CAP Lieutenant Colonel Leonard Blascovich, CAP National Historical Committee, Feb 1994.
7. Civil Air Patrol Report to Congress for May 1948, National Headquarters Civil Air Patrol, p 2.

education, and cadet programs. This became the TRIAD of Civil Air Patrol. CAP also became the official auxiliary of the USAAF, and in 1948, after the establishment of the USAF, the official auxiliary of the Air Force.[8] Once the USAAF became a separate service in 1947 as the USAF, the Cadet Program continued to be one of, if not the most, important major interests of the Air Force in CAP up through the 1990s.

The Early Cold War and Korea (1949-1959)

Between World War II and the Korean War of 1950-1953, CAP had different priorities than the Air Force and focused on the Cadet Program and emergency services (specifically search and rescue). The WWII-era draft ended in 1947 with the expiration of the Selective Service Training and Service Act, but because of Cold War tensions, President Truman requested it be reinstated the following year, and ultimately the draft greatly expanded during the Korean War and remained high until the end of the Vietnam War. The Air Force had a continued intense interest in the CAP Cadet Program as a conduit for potential Air Force recruits.

The Soviet Union's consolidation of control in Eastern Europe from 1945 to 1948 was a piecemeal process to which the United States was slow to respond. Events came to a head, however, when Communist insurgents, supported by the Soviet Union, attempted coups in Greece and Turkey. This led to a series of events that culminated in the United States going on a war footing, albeit in peacetime, to counter Soviet aggression. The Berlin Blockade of 1948-49, followed by the Soviet Union's acquisition of the atomic bomb and the Communist takeover of mainland China the same year, led to the establishment of NATO in 1949. The Truman Administration responded by adopting the policy of containment to stop Soviet world expansion. The first armed application of this new policy was in Korea.

The Communist North Korean attack on South Korea in 1950 was instigated by the Soviet Union, which provided logistical support for and stood behind the North Koreans via their Chinese Communist surrogates. The American response led to a dramatic increase in the U.S. military (and CAP membership as well).[9] As USAF search and rescue units were rapidly moved to the Far East, CAP took over virtually all stateside search and rescue (SAR) missions. This enabled the Air Force to concentrate SAR efforts on Korea.[10] After the end of the Korean War, Stalin's death and Dwight Eisenhower's inauguration as President in 1953, public concern about the Soviet Union diminished considerably, and so did CAP membership.

The United States and the Soviet Union both publicly announced they were developing missile technology for peaceful purposes, but both were quietly working on nuclear-tipped intercontinental ballistic missiles (ICBMs). In the midst of all this, the Soviet Union launched the first artificial satellite, Sputnik, in 1957. This created a near panic across America and the Western world. This led to the first instance of what today we might call a Science/Technology/Electronics/Math (STEM) panic attack, the first in America's recent history, as politicians everywhere were sure the United States was falling behind the Soviet Union. Not only did it cause Americans to question whether their scientific and educational programs were up to par, but it expanded the existing public fear of an ICBM nuclear attack. There was a surge in CAP membership in 1957 that lasted several years. After the United States landed a man on the moon in 1968, STEM panic abated, but it continues to erupt from time to time, up to the present, even though the U.S. has been a world leader in science and technology for more than 50 years. Prior to Sputnik, most Americans were worried about bomber attacks; after Sputnik, missiles became the concern as a result of their efficient and destructive delivery systems that could avoid the handicaps of bomber warfare. The Cold War mentality caused citizens to build personal bomb shelters, practice nuclear war survival, and live under the shadow of imminent nuclear destruction. This was the world for Americans living between 1949 and 1991. Baby boomers knew no other life than suffering the fear

8. CAPM 50-5, Apr 2013, Revision One, pp 15-17
9. Julius Pratt et al, A History of United States Foreign Policy, 4th Edition, Prentice-Hall, Englewood, NJ, 1980, pp 399-408.
10. Civil Air Patrol Annual Report to Congress for 1951, May 1952, "Activities During 1951…Operations".

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of World War III from their childhood through their 40s.[11]

The Late Cold War and Vietnam (1960-1988)

1960 was a year of decision for CAP. The CAP national commander, Air Force Brig. Gen.Stephen McEnroy, wrote a scathing denunciation of CAP's civilian leadership, and sent it to his supervisor, Lt. Gen. William Hall, the commanding general of Continental Air Command. McEnroy argued that CAP was successful its first 20 years because of the teamwork between the USAAF/USAF and CAP, and particularly from 1948 to 1959 because of the close relationship of retired Gen. Carl Spaatz, former chief of staff of the Air Force, as chairman of the National Board of CAP, and Maj. Gen. Lucas Beau and Maj. Gen. Walter Agee as national commanders during the same period. McEnroy claimed that Lucas and Agee were responsive to the needs of the Air Force while serving as CAP national commanders because they were Air Force officers, and that civilian members of CAP were not, and would not be, responsive to the needs of the Air Force in the future. He noted a decline in cadet membership from 50,000 to 28,000 in the previous decade, and attributed this to the poor quality of civilian leadership in CAP.[12] McEnroy stated emphatically that Civil Air Patrol had no legal status as an official agency of the USAF…which is in stark contrast to the Air Force's view of CAP in 2016.

In fact, CAP membership had been fairly stable from 1958 through 1961. McEnroy was newly promoted to brigadier general when he was assigned as National Commander CAP. Ironically, this was at the request of the CAP members of the National Board, because they thought a newly minted general would be a more aggressive National Commander because he wanted to be a Major General. He was aggressive, but not in the way the National Board intended.[13]

McEnroy left CAP a year and a half after sending the letter referenced above. He remained a brigadier general until retirement. The next two national commanders were Air Force colonels, and then general officers returned as national commander/USAF executive director from 1967 to 1984.[14]

In 1961, CAP developed its first long range strategic plan, which placed an emphasis on cadet recruiting. The Long-Range Plan called for a membership goal of 160,000 (100,000 of which would be cadets).[15] This concept of more cadets than senior members was consistent with CAP's goal of emphasizing the Cadet Program through the 1940s and 1950s, a policy CAP intended to continue indefinitely.

During the Truman and Eisenhower years (1945-1961), America's primary military mission was to protect the country by preventing nuclear attack, and if attacked, to strike back. This implied that the strength of the nation's armed forces was designed to be a deterrent to attack by the Soviet Union. John F. Kennedy, who became president in January 1961, was concerned that this policy could lead to general nuclear war, so he modified it. His new policy of flexible response was designed to defuse the situation so that acts of Soviet aggression would elicit graduated responses from the United States appropriate to the aggression, and not a hair-trigger reaction of bombing the Soviets back into the Stone Age. The Soviet response was to test the theory by a series of incidents and provocations, such as placing missiles in Cuba and supporting a Communist insurgency in Vietnam. The Cuban Missile Crisis and the escalation in the Vietnam War resulted in a surge in CAP membership.

In February 1968, the massive North Vietnamese attack on South Vietnam during the Tet holiday (the Tet Offensive) caused American and South Vietnamese forces to suffer heavy losses. Even though the Communist Viet Cong and North Vietnamese were defeated, the series of battles convinced the American people that the war was unwinnable, and CAP membership declined along with public confidence in the military.

11. Kennedy et al, The American Pageant, 12th Edition, (Houghton Mifflin, NY, 2002), pp 903-904; Civil Air Patrol Annual Report for 1957; and see Appendix 1, Membership Statistics. Compiled by author from CAP Annual Reports to Congress and CAP Annual Financial Reports. The author remembers drills in which we students tucked our heads into our knees under our desks in order to survive hydrogen bombs!
12. Headquarters Civil Air Patrol letter to Lieutenant General William Hall from Brigadier General Stephen McEnroy, 20 June 1960, Subject: Civil Air Patrol – USAF Relationship.
13. Headquarters Civil Air Patrol letter to Lt Gen William Hall from Brig Gen Stephen McEnroy, 20 June 1960, Subject: Civil Air Patrol – USAF Relationship; and Frank Burnham, Hero Next Door, (Fallbrook, CA, Aero Publishers, 1974), p 61.
14. Civil Air Patrol Lineage, August 2000, National Headquarters CAP, written by Colonel Leonard Blascovich.
15. Civil Air Patrol Annual Report for 1961.

Membership increased somewhat during the early Richard Nixon administration, by about 10 percent. President Nixon promised to "Vietnamize" the war and bring the troops home, but as this dragged on membership in CAP dropped by about 10 percent. In 1972, as public confidence in Nixon began to decrease, membership dropped 13%, below its pre-Tet Offensive levels. The decline continued through the Ford and Carter administrations, reflecting a serious malaise in national morale, when many Americans lost confidence in their government and the military, and by extension, CAP. A dramatic drop in CAP membership of 9 percent occurred at the end of the first year of the Carter administration, but began to climb again as the public reacted angrily to the Iranian hostage situation, and soared again by 12 percent during the first two years of the Reagan administration, as public confidence in the government and the military increased dramatically.[16]

Throughout the 1970s and 1980s, CAP membership waxed and waned, but did so largely outside the public eye. Determined members of CAP continued to support the three mission elements of Emergency Services, Aviation (now Aerospace) Education, and Cadet Programs. Beginning in 1985, Civil Air Patrol became involved with Counter-Narcotics missions in support of the Drug Enforcement Agency. CAP support for drug demand interdiction missions continued to the present time. Unfortunately, during the 1970s and 80s, CAP was frequently a stealth organization, often unknown by the public and by most members of the Air Force.

Transition to the Post-Cold War Era (1991-2001)

With the end of the Cold War in 1989-91, collapse of the Soviet Union and the Warsaw Pact, and the emergence of the United States as the only remaining superpower, CAP membership fluctuated. The end of the Cold War coincided with the end of the First Gulf War (Desert Storm). President George H. W. Bush presided over the end of the Cold War and the demise of the Soviet Union. The threat of general nuclear war that troubled the minds of the American public and the American military from 1949 to 1991 was gone. Abruptly, the American people were not faced with the imminent threat of nuclear war. The downsizing of the military services, including the Air Force, was dramatic. U.S. Forces were largely withdrawn from Europe; Strategic Air Command (SAC) was deactivated, and its combat missiles and bombers were redistributed around the Air Force. The Soviet threat no longer existed.

The former Soviet Union, now Russia, was not happy with how the Cold War ended, but because its economy collapsed along with its military, it was powerless to do anything about it. The new threat on the horizon was state sponsored terrorism, largely of Middle Eastern origin, which was shortly replaced by terrorism based on ideology and religion. Events in Somalia were a precursor of things to come, but initially the U.S. military was most concerned with responding to the new relationships in the former Soviet bloc of states in Eastern Europe, leaving little room for monitoring events in the Middle East. The new Russia was not pleased that it was no longer a superpower, and it was concerned when several of its former client states joined NATO. A resurgent Russia in the last decade caused a reorientation within the Air Force, as SAC resurrected as Air Force Global Strike Command, consolidating ICBMs and nuclear bombers once again in one command.

911 and After (2001-2021)

After the end of the Cold War, the new military concerns for the United States were terrorism, insurgencies, and local conflicts. CAP adapted to provide support in an environment more suited to CAP capabilities than it could possibly do supporting the Air Force in meeting its Cold War responsibilities. Extremist Islamic terrorism was on the rise in the 1990s, but insufficient notice was taken until Sept. 11, 2001 (911), with the destruction of the World Trade Center. Suddenly, America was faced with the specter of non-state sponsored, religious-based terrorism.

American military personnel were sent into combat in Iraq and Afghanistan in one form or another over the next twenty years. Reserve and National Guard troops were more closely integrated into the Total

16. See Appendix 1 for statistics cited in this paragraph.

Force, and this increased hometown awareness of the war and appreciation of the U.S. armed forces across the country. CAP membership surged again to more than 64,000 in two years, then fluctuated again through 2015, with a 2015 membership of 58,611.[17]

The American security establishment including military and civilian agencies was realigned in response to the new terrorist threat and the demands of a Middle Eastern war. The Department of Homeland Security (DHS) was established to place domestic security agencies under one organization which included border and coastal protection, as well as internal security and disaster response. These actions led to better coordination of American internal security. CAP responded by increasing its participation in natural disaster relief, as well as supporting anti-terrorism efforts.

In 2012, the Government Accountability Office (GAO) evaluated CAP's potential for supporting homeland security and it recommended increased use of CAP resources in support of DHS's aviation mission. The U.S. Coast Guard objected because it had created its own in-house aviation program within the U.S. Coast Guard Auxiliary.[18] This was essentially a turf battle, and DHS sided with the USCG, which is part of DHS.

On 4 June 2014, Maj. Gen. Chuck Carr, national commander of CAP, spoke to the Air Force Corona Conference. Corona is the annual meeting of Air Force lieutenant and full generals, including all major air command commanders. Carr briefed the senior Air Force command staff on CAP's missions and programs, but most important, he highlighted the ways that CAP could support the Air Force mission in an extremely cost-effective way (remember 1946 above?).[19]

This was followed on 23 June 2015 by a visit by Gen. Hawk Carlisle, commander of Air Combat Command (ACC), to CAP National Headquarters, where the general was briefed on CAP's missions and programs in anticipation of CAP developing a closer relationship with ACC.[20] These events culminated in the announcement at the 2015 CAP National Conference in August 2015 that CAP would be integrated into the Air Force's Total Force and included in a non-combat role in the Air Force's future mission planning.

From 2016 to 2019, CAP operational missions included increased support of Air Force missions. CAP provided support for the Surrogate Predator Program, now known as Green Flag. CAP Cessna 182 aircraft equipped with the same sensors that USAF Predator and Reaper drones utilize, providing valuable training to USAF aircrews, while saving the Air Force thousands of flying hours and hundreds of thousands of dollars. This and other Air Force missions accounted for 77 thousand flying hours in 2019, proving that CAP was a significant force multiplier for the Air Force.

CAP was heavily involved in flying post-hurricane relief and reconnaissance missions. Twenty-two wings and regions and 252 personnel contributed to this effort. CAP aircraft provided FEMA with countless aerial photographs of areas hit by hurricanes, wildfires, and other natural disasters. CAP flew countless missions in support of wildfire suppression in the western United States and continued flying search and rescue missions utilizing ICARUS, a crash detection and near-real-time-tracking system to locate downed aircraft.

CAP cadets contributed much to this massive effort. They supported ground and air missions and improved their emergency services skill sets. CAP developed a sUAS (small Unmanned Aerial Systems) program to teach flying skills and provide training in small drone operations that aid aerial searches. CAP Cadets participated in CyberPatriot, the Air Force Association program to inspire youth involvement in cyber security careers and other STEM applications, and the Youth Aviation Initiative to identify and help fund flight training for those who needed financial assistance.

CAP continued its extensive aerospace education program in support of America's educational system by providing materials for students at all grade levels, and training for educators, including orientation flights for educators. AE continues

17. See Appendix 1 for statistics cited in this paragraph.
18. Homeland Security, Civil Air Patrol Involved in Certain Missions, but DHS Should Assess the Benefits of Further Involvement, Washington: GAO Report to Congressional Committees, 2012.
19. National Commander Addresses Air Force's Top Leaders at Corona, 4 June 2014.
20. ACC Commander Tours CAP National Headquarters, 23 June 2015.

to be an important element of CAP, and one of its three core missions, along with the cadet program and emergency services.

In 2020, CAP initiated its largest mobilization in support of the Air Force and Homeland Security when it responded to the COVID pandemic beginning in March of that year. CAP delivered 46,032 volunteer days of service, valued at more than $10 million, in 2021. CAP provided ventilators, vaccines, and protective equipment across the nation, and transported millions of packaged meals across the country. CAP contributed the equivalent of $93 million in service to the nation. More than 120 lives were saved.

CAP Volunteer University came online during this period, providing a centralized, computer-based training system accessible to all CAP members. CAP also conducted its first virtual National Conference, which was a tremendous success and setting a standard for the future. Prior to this conference, annual attendance was less than 1,000. This online version was attended by more than 6,000 CAP members. Once again, CAP made the best of a bad situation, and this resulted in unexpected positive results. CAP has learned invaluable lessons in how to respond to national emergencies that will enhance its ability to respond quickly and decisively in future natural disasters and emergency situations.

CAP is poised to begin its 81st year with a new public recognition of its importance to the nation's security. Over much of the last 80 years, CAP performed its emergency services, aerospace education, and cadet programs with distinction, but spoke to a limited number of citizens and with too little appreciation by the leadership and the rank and file of the Air Force.

CAP has come full circle now that it is integrated into the Total Force. The Air Force has a renewed appreciation for the contributions that CAP can make to accomplish the Air Force mission. CAP for its part must always remember that CAP does not operate in a public relations vacuum: it must continually make itself known to the public and the Air Force, and not rest on its past laurels. Until CAP is a household name throughout the country, and at every Air Force base, the job is a work in progress. It will always be a work in progress, as any educational endeavor is, as each new generation acquires the knowledge and experience of its predecessors. In the last two years, CAP has taken bold initiatives to accomplish this, and to align itself with the Air Force mission. The 2016-2020 Strategic Plan outlines the many contributions CAP can and will make to the nation's security. Within the strategic plan, CAP's Alignment of Goals highlights the ways in which CAP will actively integrate with the Air Force in the completion of its missions, in support of the Departments of Defense and Homeland Security, and in support of aerospace education programs within the Department of Education.[21]

CAP and the Air Force must remember that CAP is part of the Total Force as the official USAF auxiliary, and CAP exists to support the Air Force in its mission to defend the country in air and space. This reflects the close relationship of the organization with the Air Force in the same manner as the U.S. Coast Guard Auxiliary relates to the U.S. Coast Guard.

As of 1 June 2021, CAP had 33,322 senior members and 21,873 cadets, for a total of 55,195 members. In the month of May 2021, 834 new members joined. As the pandemic winds down, CAP is seeing a rise in its membership. As CAP embarks on its 81st year, the future is in our hands and those of our successors, and will be what we make of it as we respond to the needs of our country. ▲

Lt. Col. Richard B. Mulanax is CAP's National Historian. He holds a doctorate in history and is a retired professor of history at Indian River State College, where he taught for twenty years. A retired USAF major, he served as a member of the history faculty at the U.S. Air Force Academy, as a USAF Headquarters Squadron Commander, and as an International Politico-Military Affairs Officer in Air Force Special Operations Command.

21. See Appendix 2, Alignment of Goals, Civil Air Patrol Strategic Plan, 2016-2020, Civil Air Patrol National Headquarters.

Appendix 1: CAP Membership Statistics

1945	135,000	End of WW2/Truman Pres.
1946	NO REPORT	Demobilization
1947	150,000	
1948	129,790	Berlin Blockade
1949	161,979	"
1950	189,532	Korean War
1951	77,412	Korean War Armistice
1952	77,472	"
1953	81,500	Korean War Ends/Ike Pres.
1954	86,507	"
1955	61,815	"
1956	64,376	"
1957	74,322	Sputnik
1958	70,322	"
1959	70759	"
1960	NO REPORT	"
1961	71,724	Kennedy President
1962	76,358	Cuban Missile Crisis
1963	82,406	Vietnam War/Johnson Pres.
1964	86,473	"
1965	80,245	"
1966	79,537	"
1967	85,341	"
1968	67,122	Tet Offensive
1969	66,600	Nixon President
1970	72,624	Vietnam Drawdown
1971	70,217	"
1972	62,430	"
1973	60,125	Middle East War
1974	61,447	Ford President
1975	64,978	Vietnam War Ends
1976	64,516	"
1977	63,373	Carter President
1978	57,641	"
1979	59,552	Iran Hostage Crisis
1980		59,312
1981	60,688	Reagan President
1982	64,669	"
1983	67,773	"
1984	66,505	"
1985	65,771	"
1986	66,931	"
1987	72,969	"
1988	72,836	"
1989	67,339	GHW Bush President
1990	60,266	Collapse of Soviet Union
1991	NO REPORT	Operation Desert Storm
1992	NO REPORT	"
1993	NO REPORT	Clinton President
1994	NO REPORT	"
1995	NO REPORT	"
1996	52,873	"
1997	56,689	"
1998	NO REPORT	"
1999	NO REPORT	"
2000	59,442	"
2001	58,090	G Bush President/911
2002	62,350	"
2003	64,535	"
2004	60,207	"
2005	56,888	"
2006	55,889	"
2007	56,464	"
2008	57,000	"
2009	59,000	Obama President
2010	61,000	"
2011	61,000	"
2012	60,847	"
2013	59,720	"
2014	58,000	Soviet Invasion of Crimea
2015	58,611	CAP in Total Force

Proudly serving together

CAP and the Air Force: The Origins of a 79-Year Partnership, 1942-2021

By Lt. Col. RICHARD B. MULANAX, Ph.D.
CAP National Historian

The origins of Civil Air Patrol lay in two directions — the British Auxiliary Air Force, and the various state efforts in the run up to World War II to prepare for civilian support of the armed forces of the United States.

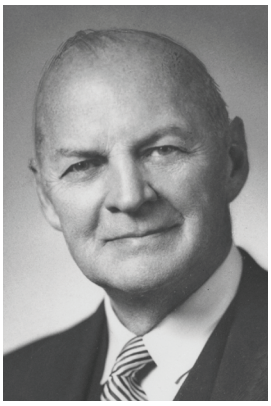
The British Royal Air Force (RAF) was established in 1918, combining the British Army's Royal Flying Corps and the Royal Navy Air Service. In the post-war world, the RAF was faced with creating a peace-time establishment of 52 squadrons, but lacked the financial resources to fund it. This led to the creation of the Auxiliary Air Force (AAF), an organization designed to supplement the regular force with a volunteer, part-time, force of civilian pilots, some of whom were veterans of World War I, and others who would be trained once they joined up.

As a volunteer organization, the AAF aircrews served without pay, and this enabled the RAF to expand its force at minimal cost. These were true volunteers, recruited at the county level, who were augmented by a small cadre of regular RAF staff. The typical organization was a squadron with a regular headquarters cadre, with three flights of volunteers. Units were integrated directly to RAF groups, and were provided combat aircraft with a combat mission. After World War II, began barrage balloon squadrons were created, manned by AAF personnel, to defend the homeland. Barrage balloons were tethered to the ground around military targets and population centers, and were designed to block bombs and missiles.[1]

Before the war, these AAF squadrons often resembled social clubs, since pilots were officers, and officers were associated with the upper and upper middle class of educated and socially connected people. They were part-time and served locally.[2]

Civil Air Patrol adopted the concept of volunteers serving in aerial squadrons in support of the regular air force, but with limitations concerning combat operations. In effect, AAF personnel served in combat units alongside regular RAF units, which was not the case with the Civil Air Patrol.

With the British model in mind, American aviators envisioned a volunteer aviation organization, but one which was not integrated into the armed military mission.



Gill Robb Wilson

The genesis of Civil Air Patrol was in the Office of Civilian Defense (OCD). On 20 May 1941, the OCD was created by executive order of the President. Shortly after, aviation leaders from several states approached the new Director, Fiorello LaGuardia, about establishing a civilian auxiliary to the OCD. For the moment, this meant that any aviation auxiliary to the OCD would be composed of civilians flying civil defense, not military, missions. Gill Robb Wilson, director of aeronautics for the state of New Jersey, organized a committee that sent Maj. Gen. Henry Arnold, chief of the Army Air Corps, with the plan. The Air Corps approved of the creation of Civil Air Patrol, but under Air Corps leadership. Wilson then went to LaGuardia and proposed the creation of Civil Air Patrol to organize civilian aircraft and pilots to support civil defense. LaGuardia signed the order authorizing the Civil Air Patrol on Dec. 1, 1941.[3]

In the meantime, Japan bombed Pearl Harbor on Dec. 7, 1941, followed the next day by the U.S. declaration of war against Japan, and Administrative Order 9 of the OCD on Dec. 8, 1941, establishing Civil Air Patrol. Maj. Gen. John F. Curry was appointed the first commander.[4]

The immediate threat to the United States after the war started was the fear of invasion and German U-boat attacks along the Atlantic and Gulf coasts. The Army was tasked with coast defense and the Navy for off-shore defense, but both were not up to the task. This led CAP leaders to volunteer to step into the void. The Navy was skeptical about the ability of volunteer aviators to fly coastal patrol

1. Christopher Shores, The Auxiliary Air Force in World War II, in Royal Air Force History and Auxiliary Forces, 24.
2. Christopher Shores, The Auxiliary Air Force in World War II, in Royal Air Force History and Auxiliary Forces, p 24.
3. Louise Wilkinson, The Auxiliary Air Force: How Typical Were the Two Elite London Squadrons in Relation to the Wider Organization?
4. Robert Neprud, Flying Minutemen, (Duell, Sloan, and Pearce, New York, NY, January 1, 1948), 22.

missions in what it saw as an Army operation. Because of the tremendous shipping losses off the coasts, especially of oil tankers, in its desperation, the Army gave CAP the coastal patrol mission. The mission was to fly non-combat spotter flights looking for U-boats, and then notify the Navy so that the Navy could sink them. Some CAP planes were armed with small aerial bombs attached externally so that they could mark or perhaps slow down the U-boats long enough for the Navy to arrive, despite the fact that CAP personnel were considered non-combatants under the Geneva Convention. By 1943, the U-boat threat had abated, and combat was no longer an issue.[5]

The CAP Cadet Program was established on Oct. 1, 1942. Its purpose was to provide aviation oriented, partially trained personnel to the Army Air Forces, which was established the same year. A combination of the successful coastal patrol and the effectiveness of the cadet program in providing Army Air Forces personnel resulted in an executive order by President Roosevelt on April 23, 1943 transferring CAP to the Army Air Forces and designating CAP as the official civilian auxiliary of the U.S. Army Air Forces. CAP continued as the official auxiliary of the U.S. Army Air Forces until CAP was Congressionally chartered as a private corporation.[6]

On July 1, 1946, Public Law 476 incorporated CAP as an aviation oriented public organization. The Army Air Forces agreed to provide the commander and headquarters staff, under the overall guidance of a civilian corporate board. When the Air Force was established as a separate service on Sept. 18, 1947, the Army Air Forces staff was transferred to the Air Force, and management of CAP became an Air Force responsibility.[7]

U.S. Air Force Chief of Staff Carl Spaatz convened a conference of Air Force and CAP leaders in 1947 to make recommendations on the future relationship of the Air Force and CAP, and this led to the Air Force supporting Public Law 557 on 26 May 1948 designating the Civil Air Patrol as the official auxiliary of the recently established U.S. Air Force. This officially led to the partnership between the Air Force and CAP that has endured for more than 70 years, during peace and war.[8]

The subsequent rise in terrorist activity in recent years points toward greater involvement by CAP in supporting the Air Force, the other armed forces and other government departments in defending the nation. Weather-related natural disasters are on the increase, and this will also be a call to action for CAP emergency services, in cooperation with the Air Force.

In 2016, the Secretary of the Air Force moved responsibility for CAP-USAF and for Air Force missions from Air University to Air Combat Command's 1st Air Force, a significant move. CAP-USAF's assignment to Air University reflected the Air Force's view that CAP's main value to the Air Force was as a recruiting tool. Re-assignment of CAP-USAF to Air Combat Command signaled that CAP had come of age after 9/11 and the War on Terror, and that support for Air Force and Homeland Security missions were now of primary interest to the Air Force, although CAP continues with its three-part mission of operations, cadet programs, and aerospace education.

CAP has come full circle from World War II - when its primary mission in support of the Army Air Forces was operational support of the Army and Navy at first, and then a shift to recruitment of aviation-oriented cadets for service in the armed forces later in the war. Coupled with support for the Air Force rescue mission in the 1950s and beyond, this was Civil Air Patrol until 9/11.

During the COVID pandemic, CAP mounted its biggest mobilization since World War II in support of Homeland Security, while continuing to be involved in support of Air Force and local missions.

Today, CAP has been more fully integrated into the Total Force mission, which also consists of the active Air Force, Air Force Reserve and Air National Guard. In 2010, the Government Accountability noted CAP's potential of service to the Department of Homeland Security through support of Air Force homeland security missions.[9] ▲

5. Neprud, 23.
6. Neprud, 1-13.
7. Neprud, 71.
8. "Introduction to Civil Air Patrol," CAP Pamphlet 50-5 (National Headquarters Civil Air Patrol, Maxwell Air Force Base, Alabama, April 2013).
9. CAPP 50-5.

Mabel Rawlinson

Ninety Nine, CAP and WASP Trifecta

By Maj. TIM BAGNELL

In the storied history of aviation, there is no shortage of remarkable people who pushed all manner of boundaries and limits. Among them stand giants of aviation, Gen. Charles "Chuck" Yeager, Charles Lindbergh, Alan Shepard Jr. Yet there are others who have pushed and fought against boundaries largely under history's radar. In particular, those aviatrixes who formed the first female flying clubs, first enrolled in pilot training programs, and served in their nation's armed forces. In the history of the United States, there are a select few aviatrixes who were part of all three of these categories. This article will focus on one such unintentional pioneer – Mabel Virginia Rawlinson. Her pioneering example is punctuated by her tragic end while in service to this nation.

Mabel Rawlinson was born in 1917 in Greenwood, Del., where she lived for the first eight years of her life. In 1925, her family moved to a rural area near Blackstone, Va. There she experienced "a simple rural life down a red clay country road called Cellar Creek Road." Amidst all of this, Mabel also proved herself an excellent student and avid reader. After graduating from high school in 1935, Mabel moved to Michigan to live with her aunt, Eleanor Rawlinson, who was an English professor in Kalamazoo. Mabel attended college classes and worked in the college health service. In 1939, she graduated from Western Michigan University with a bachelor of arts degree.

After college, Mabel worked in the Kalamazoo Plating Works and the Kalamazoo Public Library. In 1940, her interest in flying grew when she received her first flying lesson. Subsequently, she enrolled in Western Michigan University's civilian pilot training courses, which had only recently opened to women. By the end of October 1940, Mabel soloed for the first time. Mabel soon joined the local chapter of the Ninety-Nines, an organization of woman pilots, earned her private pilot license and spent what free time she could at the Kalamazoo airport. By 1941, Mabel had become co-owner of an Aeronca Chief airplane in Kalamazoo. 1941 was a momentous year for Mabel on multiple fronts.

In the wake of the Japanese bombing of Pearl Harbor the government banned all private flights for national security reasons. Thankfully for Mabel and her fellow aviatrixes, an ally in aviation had anticipated this possibility. Civil Air Patrol had formed and the Ninety-Nines were quick to affiliate themselves. Mabel and other Kalamazoo pilots promptly formed their own CAP squadron. Mabel's aviation career continued apace into 1942, flying her Aeronica Chief weekly and "proudly wearing the uniform of the Civil Air Patrol." Her life took another dramatic turn as word of a burgeoning program within the Army Air Corps began to spread.

In September 1942, word reached Mabel that the Army Air Corps was recruiting female pilots for the war effort. With the priority for male pilots naturally placed on combat theatres, the Air Transport Command was left with a critical shortage of pilots. Facing down this reality, Lt. Gen. Henry "Hap" Arnold, commander of the Army Air Forces at the time, gave his approval to a new and pioneering program: The Women's Airforce Service Pilots. The WASP program, headed up by Jaqueline Cochran, trained as many female pilots as were needed for domestic, non-combat roles. These jobs included the ferrying of planes from their manufacturing sites to bases around the country, testing those new aircraft in the process. In the process, the WASPs gained proficiency with all manner of military aircraft. They also tested repaired aircraft sent back from combat. As the WASPs proved themselves, the Army tasked them with training their male counterparts, a relationship that caused significant tensions between the two groups. However, the most dangerous job WASP pilots could perform was in the role of target towing; flying with a banner behind their aircraft used for target practice.

Mabel, along with all of her soon-to-be sisters made their way to their assigned bases as civilian

1. Pam Pohly, "Mabel Virginia Rawlinson, WASP Pilot for the U.S. Army Air Force," Mary Creason Aviation Website, accessed May 1, 2021, http://wingsacrossamerica.us/web/obits/rawlinsom_mabel.htm.
2. Ibid.
3. Eloise Smith, "Michigan Chapter," Ninety-Nine News Letter, September 15, 1941, 4.
4. Pohly, "Mabel Virginia Rawlinson."
5. Ibid.

volunteer pilots. "Made their way" is a critical point to understand as these young female pilots from across the United States left their civilian lives behind to travel to Sweetwater, Texas. How they got themselves there did not matter to them. On wings, tracks, four-wheels, or two feet and a thumb these female volunteers were not deterred by such a provincial obstacle as distance. Their love of country and flying spurred them on. Despite their unquestionable dedication to their duty, their official designation as "civilian volunteers" had serious repercussions in the years that followed, in particular for Mabel's family.

On Jan. 15, 1943, Mabel officially reported for duty at Avenger Field in Sweetwater, Texas, for her Army Air Force pilot training. All 1,076 WASPs passed through Avenger Field for their initial training. Shortly after receiving her wings and completing her basic training as part of Women's Flying Training Detachment class 43-W-3, Mabel reported to Camp Davis Army Air Field in North Carolina for advanced training.

This was to be Mabel's final duty station. Over the course of the WASP program, 38 women lost their lives in the line of duty. On Aug. 23, 1943, Mabel's airplane, a Douglas A-24, crashed on landing. Mabel was unable to get out of the cockpit on her own, and efforts to extricate her failed. The reasons for both the crash and her inability to be extracted from the cockpit remain unresolved to this day. Statements from witnesses and the instructor pilot give insights as to what may have happened:

Warrant Officer Junior Grade Frank J. Fitzgibbon noted that based on "the sound and appearance of flames, the engine was operating on an extremely lean mixture. In my opinion, the airplane was not on fire, and crashed with the engine still operating."

Staff Sgt. John A. Ross stated he "heard a plane overhead missing badly. The plane seemed to be unordinarily lit up by flames coming from the exhaust stacks."

Second Lt. Harvey Robillard, the instructor pilot, stated: "We were circling 2,000 feet at South Zone at about 2100. The tower called and told us to shoot a landing on Runway 4. [Mabel] entered the pattern normal way at 1,100 feet and "cut gun" to let wheels down. Soon it seemed something was wrong. I felt the throttle moving back and forth and realized the engine was dead. By that time we had 700 feet and were across runway and there turning to the left. I took over and told the student to jump. I then shouted at the student to jump. I had little time to look and see if she jumped. Somehow I knew she hadn't. I attempted to bring the plane in for a crash landing on the end of Runway 4. The next thing I felt the airplane shudder and I remember no more."

The official AAF report contains these statements along with additional information that may have come from other witnesses. The report follows: "Halfway through the first 90 degree turn to the left the safety pilot took over and attempted to bring the plane in wheels down. He ordered the Woman Pilot to jump. He finished the first 90 degree turn, flew an abbreviated down wind and base leg, and was trying to round out a turn on to final approach when the plane crashed into the trees from a half stall in turn at low altitude. The plane broke into halves at the fuselage at the point of the rear cockpit. The safety pilot was thrown clear but the plane burned. The woman pilot did not jump and was burned to death strapped in the cockpit. The wrecked plane rests about 300 yards from the end of Runway 4. A wide drainage ditch and jungle like trees and swamp undergrowth handicapped rescue efforts."

6. Sara Collini, "Women Airforce Service Pilots (WASPs) of WWII," Exhibits (National Women's History Museum, April 23, 2019), https://www.womenshistory.org/exhibits/women-airforce-service-pilots-wasps-wwii.
7. "WASP Class 43-W-3," Women's Airforce Service Pilot's - Official Archive (Texas Women's University), accessed May 8, 2021, https://twu.edu/library/womans-collection/collections/women-airforce-service-pilots-official-archive/research/training-classes/wafs–wasp-class-of-1943/wasp-class-43-w-3/. Editor's note: The San Diego Air and Space Museum relays that "as a group WASP classes 43-3 and 43-4 were assigned to Camp Davis (now Fort Davis), near Wilmington, North Carolina, as part of the Tow Target Squadron. They towed targets in front of the firing line for anti-aircraft guns to shoot at. They also flew tracking missions at night so the artillery could practice spotting planes with searchlights. The classes served at several military fields target towing, tracking, and transporting planes."
8. "Mabel Virginia Rawlinson," CAF Rise Above, October 28, 2020, https://cafriseabove.org/mabel-virginia-rawlinson/.
9. C. Andy Hailey, "Mabel V. Rawlinson - AAF Accident Report," Women Airforce Service Pilots - Remembered By Those Who Knew Them (Andy's WASP Web Pages, January 7, 2013), https://www.wwii-women-pilots.org/mabel-rawlinson.html.
10. Ibid. "Missing" here refers to engine issues where the pistons are not properly firing.
11. "Cut gun" means to retard or pull back on the throttle to reduce speed.
12. Hailey, "Mabel V. Rawlinson," 2013.

Mabel's August 1943 burial in Kalamazoo. Her father, mother and sister Margaret are standing in the foreground as the casket passes. The Kalamazoo Civil Air Patrol unit honored her with buglers, flyovers and solemn gun salutes.

COURTESY OF PAM POHLY

In the wake of Mabel's death, Jacqueline Cochran personally wrote Mabel's mother, Nora Rawlinson, "I hope this will convey to you how deeply we all feel about Mabel's accident. May God give you strength to find comfort in the fact that when she was called to make the supreme sacrifice, she was serving her country in the highest capacity permitted women today."

In January 1945, Arnold wrote a letter to Mabel's mother, as well. In it he offers his condolences. He goes on to inform her of the plaque put up in Mabel's honor, and included a picture of the plaque. He also informed her that a "Certificate of Service" and Mabel's service pin were enroute to her.

WASP personnel were officially classified as "volunteer civilian pilots." This distinction separated them from their male counterparts in many ways. In Mabel's case, these differences meant that she would not receive any death benefits. This included no funds or honors for her funeral or even for the return of her body to her home in Kalamazoo, Mich. For each of the 38t WASPs who lost their lives, it fell to the other female pilots at Camp Davis to come up with, at least, the funds to return them to their homes. Once home those who knew her took matters into their own hands. Her fellow Ninety-Nines and CAP members saw to arranging her funeral. CAP members from the squadron she helped found served as the pallbearers, carrying her flag-draped casket to her final resting place. She was given honors there in the form of buglers, gun salutes, and fly-overs. ▲

Maj. Timothy M. Bagnell is a staff researcher and writer for the National Historical Journal. *He serves in North Carolina Wing. Maj. Bagnell holds a masters degree in military history from Norwich University. He Bagnell works full time at the Triad Math and Science Academy in Greensboro as the eighth-grade social studies teacher and middle school social studies department head, and at Vance-Granville Community College as an adjunct instructor.*

13. Ibid.
14. "Mabel Virginia Rawlinson," CAF Rise Above, October 28, 2020, https://cafriseabove.org/mabel-virginia-rawlinson/.
15. H. H. Arnold, Letter to Nora Rawlinson, "Letter from General Hap Arnold to Mabel Rawlinson's Mother," January 13, 1945. http://wwii-women-pilots.org/uploads/5/0/8/1/5081028/custom_themes/564782252206117086/files/RawlinsonLtr.jpg?1401372994412
16. "Mabel Virginia Rawlinson," CAF Rise Above, 2020.
17. Ibid.

A look back to 1948

An anniversary reflection on the first International Air Cadet Exchange

By Col. FRANK A. BLAZICH, Jr., Ph.D.

The year 2021 marks Civil Air Patrol's (CAP) 80th anniversary, and it is the 73rd anniversary of CAP's first participation in what became known as the International Air Cadet Exchange (IACE). In 1948, a group of 24 CAP cadets and two senior officer escorts ventured north to Canada while 24 Royal Canadian Air Cadets traveled south to destinations in the United States.

As with much of CAP's history, we have but fragments to tell our story. Thankfully, CAP's first international cadet exchange experience can be told through two scrapbooks, one from the ranking escort officer, Maj. Louis A. Edwards, and another from a cadet, Cadet Franklin R. Meyer. Informative and humorous, these scrapbooks capture two weeks of adventure, friendship, and possible youthful romance among neighbors and allies.

Maj. Louis Edwards

First a little background to understand how CAP's participation in IACE came into being. IACE itself traces its origins to a meeting between representatives of the United Kingdom Air Training Corps and the Air Cadet League of Canada (ACLC) in Montreal on April 11, 1946 to initiate a proposal for a formal exchange of cadets. A polio outbreak in Canada curtailed the exchange in 1946, but the following year an exchange of 46 cadets and two escort officers commenced between Canada and the United Kingdom.[1]

On Nov. 20, 1947, CAP's national commander, then-Brig. Gen. Lucas V. Beau, received a letter from Mr. George M. Ross, managing director of the ACLC. Ross invited Beau and his staff to meet in Ottawa in early February 1948 to discuss "matters pertaining to the recruiting and the training of Civil Air Patrol cadets and Air Cadets, their counterpart in the United Kingdom and the various Dominions. In addition, it was hoped that the various participating countries would be able to enter into discussions relative to the possibility of exchanging Air Cadets and CAP Cadets."[2] With permission from the U.S. Air Force, Beau and members of his staff attended the ACLC's annual meeting and both parties intended plans for a cadet exchange later that year.[3] Beau explained the forthcoming meeting to the CAP National Executive Board in mid-February. The board's minutes noted the cadet exchange "seems to be an excellent means of furthering interest in our Cadet Program, and may be the foundation of a program to be carried out on a larger scale in future years."[4]

Details of the plans emerged in April 1948. On the ninth, the ACLC announced that CAP reached agreement to exchange cadets with Canada.[5] At CAP's third annual Congressional dinner on May 26, recently promoted Major General Beau addressed hundreds of members of Congress, approximately 75 U.S. Air Force generals, and several Canadian officials. He announced the beginning of "a cadet activity which I believe to be one of the finest the Civil Air Patrol has ever sponsored." Beau stated that 24 American CAP cadets would be exchanged with 24 Canadian cadets, while an additional 40 Canadian cadets would compete against a like-number of CAP cadets in an international drill competition in New York City on August 7.[6] At Idlewild International Airport on that Saturday, the Canadian cadets won the inaugural Major General Lucas V. Beau International Challenge Trophy in front of a crowd of 185,000.[7]

1. "About," International Air Cadet Exchange Association, https://www.iacea.com/about (August 2, 2018).
2. Memorandum from Lucas V. Beau to Carl Spaatz, "Exchange of Cadets with Great Britain and Dominions," January 7, 1948, folder "Civil Air Patrol," Box 257, "Chief of Staff," Carl Spaatz Papers, Library of Congress, Washington, DC.
3. Memorandum from William F. McKee to Lucas V. Beau, January 23, 1948, "1st Indorsement," folder "Civil Air Patrol," Box 257, "Chief of Staff," Carl Spaatz Papers, Library of Congress, Washington, DC; "About," International Air Cadet Exchange Association, https://www.iacea.com/about (August 2, 2018).
4. 32nd Air Force Base Unit, National Headquarters, Civil Air Patrol, Proceedings of the Civil Air Patrol Board, 16-17 February 1948, 20 February 1948, CAP National Archives and Historical Collections, Colonel Louisa S. Morse Center for CAP History, Joint Base Anacostia-Bolling, Washington, DC (Morse Center).
5. "U.S., Canada Plan Air Cadet Exchange with the British," Great Falls Tribune (MT), April 10, 1948, 3.
6. Civil Air Patrol, speech by Major General Lucas V. Beau, delivered at the Congressional Dinner at the Mayflower Hotel, Washington, DC, May 1948, Morse Center; "Air Cadet's Liaison With U.S. Stressed," The Gazette (Montreal, Quebec, CN), May 27, 1948, 6; "U.S., Canadian Amity Hailed at CAP Dinner," Democrat and Chronicle (Rochester, NY), May 27, 1948, 19.
7. "Air Cadets Score in U.S. Drill Meet," The Gazette (Montreal, CN), August 9, 1948, 3.

Prior to Beau's address, CAP National Headquarters commenced locating the cadets who would be sent on the exchange. In early May, National Headquarters at Bolling Air Force Base, Washington, D.C., instructed wing commanders to submit one name for consideration to be one of the 24 cadets selected for the exchange in Canada.[8] By early July, National Headquarters made its selections of the cadets. The young men selected are as follows:

Charles D. Adams, Tucson; Arizona Wing
George A. Bradfute, Jr., Knoxville; Tennessee Wing
Philip M. Browning, Richmond; Virginia Wing
Henry H. Bryant, Jr., Summerville;
South Carolina Wing
George V. Crater, Denver; Colorado Wing
George W. Durnin, Worcester; Massachusetts Wing
Floyd W. Hansen, Dearborn; Michigan Wing
Robert H. Hardy, Keene; New Hampshire Wing
John B. Harris, Reno; Nevada Wing
Donald L. Hide, Hastings; Nebraska Wing
Charles A. Holsten, Jr., Columbus; Ohio Wing
William M. Jeffries, Arlington, Virginia;
National Capital Wing
Franklin R. Meyer, Cheshire; Connecticut Wing
Harry Nickolas, Rock Springs; Wyoming Wing
Michael H. O'Keefe, New Orleans; Louisiana Wing
Marvin G. Ottinger, Dallas; Texas Wing
Elwood A. Phelps, Burbank; California Wing
Merwyn O. Reed, Marion; Indiana Wing
John P. Rutigliano, Brooklyn; New York Wing
Oscar L. Shuler, Oklahoma City; Oklahoma Wing
Carl D. H. Stark, Minneapolis; Minnesota Wing
Dushan Sumonia, Kansas City; Kansas Wing
George W. Thompson, Great Falls; Montana Wing
George Vance, Dothan; Alabama Wing

To oversee the cadets and coordinate with Canadian authorities, National Headquarters selected two men, CAP Maj. Louis A. Edwards of Detroit, the Michigan Wing adjutant, and Air Force Capt. Emerson L. Armstrong of Des Moines, the Iowa Wing Air Force -CAP liaison officer.[9]

On July 12, Cadet Franklin R. Meyer of Cheshire, Conn., received a congratulatory letter from the CAP national commander. Beau informed Meyer that "you have been chosen to represent: (1) Your country, (2) the United States Air Force, and (3) Civil Air Patrol on a tour of Canada as part of an exchange program with Royal Canadian Air Cadets this summer." Beau listed the tour dates from July 28 to August 16 with baggage requirements of 40 pounds, ideally in one Air Force B-4 bag and one small bag for personal effects. Cadet Meyer and his 23 young colleagues were ordered to pack two summer uniforms, khaki Class A with garrison cap, a jacket for evenings, extra pair of shoes and an extra cap, plus a good supply of shirts, socks, underwear, swimming trunks, tooth brush, towels and toilet soap. For any remaining space, cadets could bring a camera and a good supply of film, as well as money for personal spending.[10]

The itinerary for the CAP group changed slightly over the course of the exchange but the following is a somewhat detailed reconstruction of the journey of the American ambassadors. Both the American and Canadian cadet bodies were organized into two groups. Twelve cadets from the eastern states, designated the Eastern Group, assembled between July 28-29 at Selfridge Air Force Base, Detroit, Mich., under the supervision of Edwards. The cadets from the western states, representing the Western Group, met at Lowry Air Force Base, Denver, Colo., under supervision of Armstrong.

CAP Eastern Group

Major Edwards with Cadets Meyer, Reed, Durnin, Hansen, Stark, Jeffries, Hardy, Rutigliano, Holsten, Bryant, Bradfute, Browning

July 29 ..... Selfridge AFB, Mich.
July 30 ..... Royal Canadian Air Force (RCAF) Station Rockcliffe, Ottawa
July 31 ..... Fort William; Winnipeg
August 1..... Winnipeg; Lethbridge; Vancouver; Patricia Bay
August 2-4..... Patricia Bay Air Cadet Camp
August 5-11... Cruise along British Columbia coast
August 12 ..... Patricia Bay Air Cadet Camp
August 13 ..... Patricia Bay Air Cadet Camp

8. Scrapbook of Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, Morse Center.
9. Memorandum from James J. Cronin to Emerson L. Armstrong, "Travel Orders," July 20, 1948; memorandum from James J. Cronin to Louis A. Edwards, "Travel Orders," July 20, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.
10. Lucas V. Beau to Franklin R. Meyer, July 8, 1948; Robert A. Trennert to Franklin R. Meyer, July 7, 1948, in scrapbook of Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, Morse Center.

August 14 ..... Banff; Calgary
August 15 ..... Calgary; Great Falls, Mont.; Minneapolis, Minn.
August 16 ..... Selfridge AFB, Mich.[11]

CAP Western Group

Captain Armstrong with Cadets Vance, Adams, Phelps, Crater, O'Keefe, Sumonia, Thompson, Hide, Harris, Shuler, Ottinger, Nickolas
July 29 ..... Lowry AFB, Colo.
July 30 ..... RCAF Station Lincoln Park, Calgary
July 31 ..... Calgary; Vancouver
August 1..... Vancouver; Patricia Bay
August 2-4..... Patricia Bay Air Cadet Camp
August 5-11... Cruise along British Columbia coast
August 12 ..... Patricia Bay Air Cadet Camp
August 13 ..... Patricia Bay Air Cadet Camp
August 14 ..... Banff; Calgary
August 15 ..... Calgary; Lowry AFB, Colo.[12]

The RCAC itinerary differed from the Americans in that both parties started together, split into eastern and western parties, then met again before returning to Canada.

RCAC Eastern Party

July 31 ..... RCAF Station Rockcliffe, Ottawa
August 1..... Ottawa; Scott AFB, Illinois; Carswell AFB, Fort Worth, Texas
August 2..... Fort Worth, Texas
August 3..... Fort Worth, Texas; March AFB, Riverside, Calif.
August 4..... March AFB
August 5..... Warner Brothers Studio, Los Angeles
August 6..... Lockheed Aircraft Factory, Burbank, Calif.
August 7..... Balboa Beach, Calif.
August 8..... March AFB; Mather AFB, Sacramento, Calif.
August 9..... Mather AFB; Oakland; San Francisco, Calif.
August 10-12 San Francisco, Calif.
August 13 ..... Mather AFB; Lowry AFB
August 14 ..... Lowry AFB; Calgary

RCAC Western Party

July 31 ..... RCAF Station Lincoln Park, Calgary
August 1..... Calgary; Lowry AFB, Denver, Colo.; Carswell AFB, Fort Worth, Texas
August 2..... Fort Worth, Texas
August 3..... Fort Worth; Maxwell AFB, Montgomery, Ala.; Mitchel AFB, Long Island, N.Y.
August 4..... Mitchel AFB, N.Y.
August 5..... Warner Brothers Studio, New York City
August 6..... Republic Aircraft Factory, Farmingdale, N.Y.
August 7..... Idlewild Airport, New York City
August 8..... Mitchel AFB, New York; Andrews AFB, Camp Springs, Md.
August 9..... Washington, D.C.; Mount Vernon, Va.
August 10 ..... Andrews AFB; Mitchel AFB, N.Y.
August 11-12 Mitchel AFB, N.Y.
August 13 ..... Mitchel AFB; Scott AFB; Lowry AFB
August 14 ..... Lowry AFB; Calgary[13]

At this point I must admit the frustrating element of this essay. Civil Air Patrol does not have any primary records from cadets of the Western Group beyond a few short reports. To summarize their experience, the cadets first met at Lowry AFB on July 29, boarded a USAF C-47 "Skytrain" transport and flew to Great Falls, Montana. After clearing customs, the plane flew on to Calgary, Alberta on July 30 where the American cadets met 12 Royal Canadian Air Cadets. After leaving Calgary on July 31, the CAP cadets flew to Royal Canadian Air Force Base (RCAF) Station Sea Island, Vancouver, British Columbia where the Americans were guests at a dinner and graduation ceremony of Royal Canadian Air Cadets from a flying training course. On August 1, the Western Group left Station Sea Island in a RCAF Avro Lancaster bomber and flew to Victoria, British Columbia to meet up with the Eastern Group at Patricia Bay Air Cadet Camp.[14]

Thankfully, the scrapbooks of Edwards and Meyer are detailed enough to recount the experiences of the Eastern Group through photographs and

11. Itinerary for Visit to Canada, CAP Cadets (Eastern Group), in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.
12. Itinerary for Visit to Canada, CAP Cadets (Western Group), in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.
13. Itinerary for Exchange of Cadets (ca. 1948), in scrapbook of Louis A. Edwards covering 1948 cadet exchange; Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, in scrapbook of Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948Morse Center.
14. Duke Sumonia, "My Trip to Canada," Civil Air Patrol, Missouri Wing, Courier, 6, no. 8 (August 1948): 1-2.

32D AIR FORCE BASE UNIT
NATIONAL HEADQUARTERS, CIVIL AIR PATROL 5c
BOLLING AIR FORCE BASE
WASHINGTON 20, D.C.

JUL 8 1948

Cadet Franklin R. Meyer
Cook Hill Road
Cheshire, Connecticut

Dear Cadet Meyer:

It gives me great pleasure indeed to inform you that you have been chosen to represent: (1) Your country, (2) The United States Air Force, and (3) Civil Air Patrol on a tour of Canada as part of an exchange program with Royal Canadian Air Cadets this summer.

It will be necessary for you to be available on 28 July 1948 for air transportation from your home city to a centralized point for U. S. customs clearance and on to Canada. You will receive a schedule and itinerary at a later date. The date of return from Canada will be 16 August 1948.

As all travel will be by air, it will be necessary to limit your baggage to forty (40) pounds. It is recommended that this be packed in one (1) large bag, such as the Air Force B-4, and one (1) small bag to contain personal effests for immediate use.

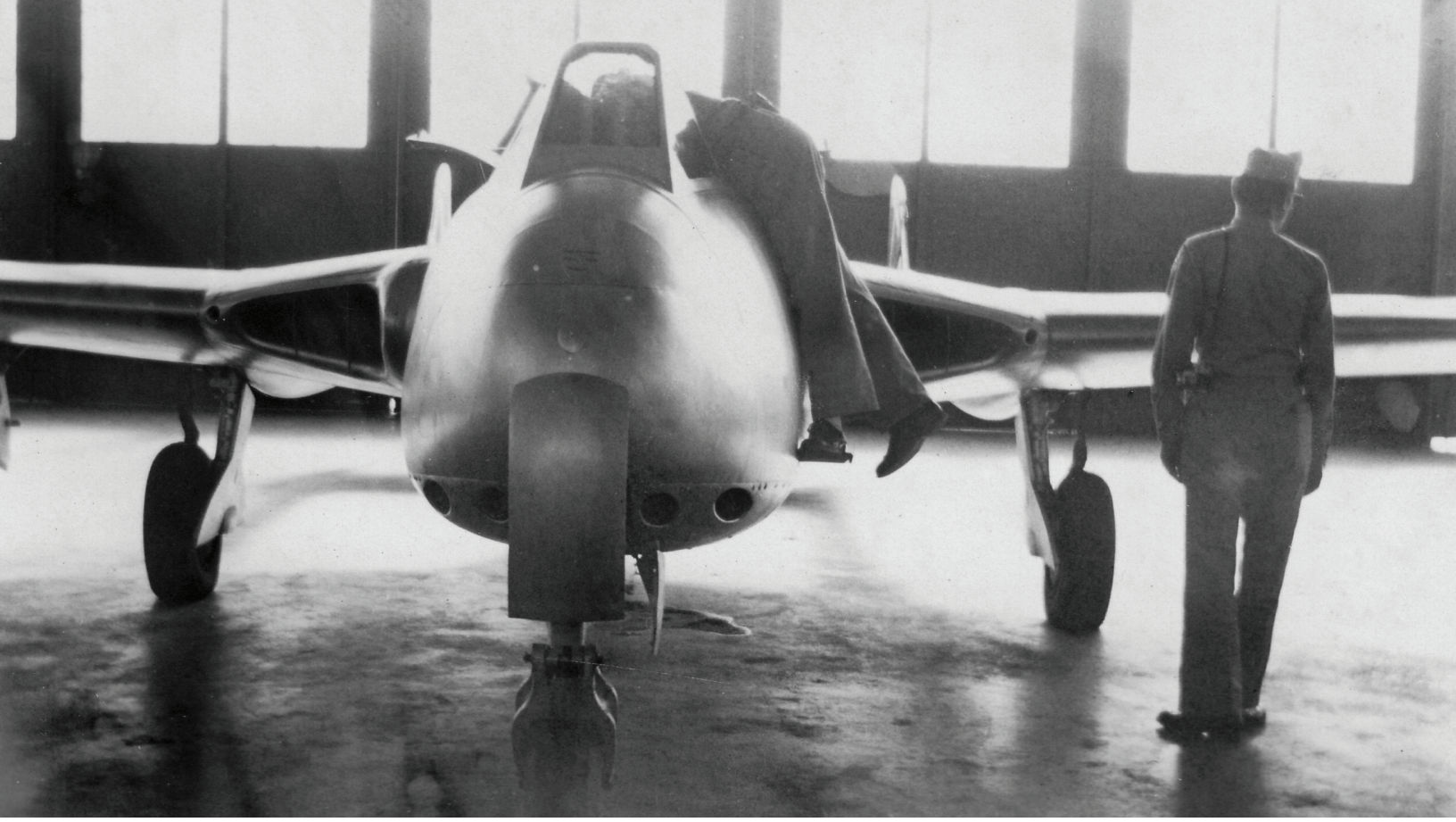
The clothing will be summer uniform; however, it is recommended that a jacket of some sort be taken as it is cool in the evenings in the Canadian Rockies. The only money necessary is that to cover your personal desires. Messing, housing and transportation will be provided.

I personally am proud that such a man as you has been selected, and I am sure that you will accept and justify your responsibility as a representative of the United States throughout the entire trip.

Best of luck,

Lucas V. Beau

LUCAS V. BEAU
Major General, USAF
National Commander



surviving documents. The Eastern Group flew in a USAF C-47 transport to Royal Canadian Air Force (RCAF) Station Rockcliffe, Ottawa, Ontario on July 30 for a meeting of 12 Canadian Air Cadets on their way south to tour the United States. On the flight to Ottawa the cadets played cards, wrote letters, slept, or enjoyed the scenery out of the windows. Arriving early, the C-47 circled about for around 30 minutes until the Canadian representatives were ready promptly at 11:00 a.m. Precisely at that hour, the C-47 landed, taxied into position, and came to a complete stop by a formation of 12 Royal Canadian Air Cadets under command of Flight Lt. L.W.C. Limpert. Edwards, USAF Maj. James S. Abrams, and the 12 CAP cadets exited the aircraft and marched in formation into position facing the Canadian cadets. As the Royal Canadian Mounted Police Band sounded the "General's March," Edwards and Abrams marched to position between the lines of cadets. As the cadets stood at attention, they received a personal inspection by RCAF Air Vice Marshal Charles R. Slemon. Afterwards, he introduced the Americans to Mr. C. Douglas Taylor, honorary president of the ACLC, who welcomed the CAP cadets. Following his address, all cadets greeted each other and the formalities concluded with friendly chatter. Remarked Edwards, "The ceremony of welcome was most colorful and was extremely well done. The Canadian Air Cadets were immaculate in dress, in perfect formation, and sharp as a razor and the CAP were also something to see."[15]

From the flightline, the cadets met with press and toured a static display of RCAF aircraft. They received a luncheon tendered by Chief of the Air Staff, Air Marshal Wilfred A. Curtis, who gave a welcoming address to all assembled. Following luncheon, the cadets were driven to Ottawa with an escort by the Royal Canadian Mounted Police and Ottawa Police. The party first headed for a tour of the Parliament buildings before a meeting with American Ambassador Ray Atherton at the Embassy for an official welcome. Afterwards, the party toured the French portion of Ottawa and drove into the Gatineau Valley to visit the summer estate of Mr. George Ross, managing director of the ACLC for a swimming party. Cadet Carl Stark from Minnesota Wing managed to swim across the Gatineau River and back, greatly impressing Air Vice Marshal

15. Log of Louis A. Edwards, July 30, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.

Arthur L. James. After a buffet dinner and a slide show of the previous year's cadet exchange between Canada and Great Britain, James's 14-year old daughter, Sandra, hosted a dance for the cadets and presented each CAP cadet and their escort officers with a small ACLC pin. Edwards secured official sanction by Ross, and shortly thereafter received permission by CAP National Headquarters for these ACLC insignia pins to become an official uniform item. The CAP cadets thereafter wore the pins half an inch below the knot of the necktie for the remainder of the exchange.[16]

The next day, the CAP cadets bid their Canadian counterparts a fond farewell as they departed for the United States with Maj. Abrams. The CAP cadets and Edwards then boarded a RCAF C-47 "Dakota" transport aircraft and left RCAF Station Rockcliffe with the addition of Flight Lt. Ainsley G. Dagg, Mr. Ross, and a gift of 10 cartons of cigarettes for the cadets from the U.S. Embassy. The entire party had a long day ahead, bound for Fort William, Winnipeg, Lethbridge, and lastly Vancouver. Rough weather made the initial part of the trip stomach-churning for the cadets before the air smoothed and the aircraft arrived in Ontario for a tour of Fort William and Port Arthur, together with a lunch at Chippewa Park on the shore of Lake Superior. After lunch, the cadets visited a zoo at the park and watched Canadian Air Cadets feed a 500-pound black bear by hand before giving it a try themselves. That afternoon, with thunderstorms stirring, the cadets flew on to Winnipeg. After an uneventful flight, the cadets disembarked and saw a captured German rocket plane and one of the RCAF's new de Havilland Vampire jet fighters. The next morning, Aug. 1, they flew from Winnipeg and headed to Lethbridge. After a brief two-hour stay, the group took off for Vancouver and Patricia Bay. At 12,000 feet altitude, the Americans cadets gazed in wonder at the Canadian Rockies and clicked away at their cameras. That afternoon, the plane landed at RCAF Station Sea Island, Vancouver and then departed for RCAF Station Patricia Bay, Victoria, B.C.[17]

At Patricia Bay, the eastern and western CAP cadet groups met for the first time on Aug. 1. They together received a warm welcome and the cadets made their home in the RCAF Patricia Bay Air Cadet Camp. After freshening up after arrival, the Canadian hosts treated the Americans to a two-hour ride on a motor torpedo boat or MTB, akin to an American PT boat. Recalled Meyer, "None of us had ever riden [sic] on a P.T. boat before and it was quite an experience. They travel at 45 miles an hour."[18] The next day, Edwards and Armstrong established a cadet officer of the day system for each cadet to lead and oversee their peers. The senior officers were helped in turn by Canadian escort RCAF Sgt. Maj. Robert W. Shipperbottom, who billeted with the cadets.

The morning of Aug. 2, everyone left the station and arrived at a naval jetty at what is today's Canadian Forces Base Esquimalt to board and inspect the Minotaur-class light cruiser His Majesty's Canadian Service (HMCS) Ontario at the courtesy of Royal Canadian Navy (RCN) Capt. J.S. Hibbard. For two hours, members of the ship's company showed the cadets the vessel "from stem to stern and bridge to boilers." After departing the ship, the Gyro Club of Victoria hosted the cadets at Lougheed's Banquet Hall for luncheon before the party proceeded to the Parliament buildings. After a tour of the Parliament facilities, the cadets assembled outside of the Crystal Garden and enjoyed a swim in the pool which was filled with heated, chlorinated sea water. That evening the Victoria Yacht Club on Arbutus Bay hosted a dinner and a dance for the CAP contingent. [19] "This was our first surprise!" wrote Meyer, "For it was at this dinner that 24 pretty Victoria girls were our companions for the evening. We all enjoyed the evening." [20]

16. Document titled "message phoned by Major Robert Trennert, Natl. Hq. July 28, 1948"; document titled "Program U.S. Civil Air Patrol Cadets in Ottawa"; log of Louis A. Edwards, July 30, 1948; telegram from Louis A. Edwards to Sam Buck and Lucas V. Beau, August 2, 1948; telegram from 32d Air Force Base Unit, CAP National Headquarters, to Louis A. Edwards, August 5, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange; Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, Morse Center.
17. Log of Louis A. Edwards, July 31, 1948; telegram from Louis A. Edwards to Sam Buck and Lucas V. Beau, August 2, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange; Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, in scrapbook of Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, Morse Center.
18. Scrapbook of Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, Morse Center.
19. "U.S. Air Patrol Cadets Feted by Gyro Club," The Daily Colonist (Victoria, BC), August 3, 1948; letter from Louis A. Edwards to Sam Buck and Lucas V. Beau, August 8, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.
20. Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, in scrapbook of Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, Morse Center.

Aug. 3 commenced with a voyage on water. Arriving at the Canadian Pacific Railway dock, the cadets boarded the passenger liner S.S. Princess Mary for a five-hour journey around Vancouver Island and through the Gulf Islands with callings at James Island and Port Washington. After several hours cruising, the liner arrived at Ganges Harbor on Salt Spring Island for an hour of exploring by the cadets. Later in the afternoon, the cadets boarded a bus and were driven to a dock at Fulford to be ferried back to Swartz Bay before taking another bus back to Victoria for a banquet at the Douglas Hotel as guests of the Mayor of Victoria, his Worship Mayor P.E. George. As that evening would be the cadet's last in Patricia Bay, they all chipped in to purchase a new wallet and place $7 in it as a thank you gift for Sgt. Maj. Shipperbottom. [21]

On Aug. 4, the cadets bid farewell to Patricia Bay. That morning they boarded an MTB and roared off on the water to the Imperial Cannery at Steveston. The American delegation received a thorough tour of the salmon cannery. Meyer wrote a rather lengthy description of the cannery:

The reception at the cannery was something none of us had ever seen or will ever [be] seen again by us. We had a lunch of baked, fried, boiled, broiled, and salmon cheese and sauce made of salmon. We also had shrimp cocktail. On this tour of the cannery we watched the fish being taken off the boats and watched the fish being cut up, ground, washed, packed, and cooked. From there the cans of processed salmon were packed either for storage or shipment. The cannery didn't have a very pleasant odor. [22]

After the cannery visit – and a change of uniform, Air Vice Marshal Kenneth G. Nairn received the Americans at his estate for a garden party. At the party, a number of citizens of Vancouver attended along with "pretty girls for the cadets." All the cadets and American officers received a sweater from the ACLC featuring a red totem pole with red wings on the shoulders on a gray background. In the evening the senior guests and their daughters took the cadets home for dinner and entertainment before the cadets returned to barracks at RCAF Station Sea Island outside of Vancouver. [23]

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All the cadets and American officers were presented sweaters by the ACLC, with a red totem pole and red wings.

Suffice to say, even more adventure lay in store. On the morning of Aug. 5, two RCAF C-47 Dakotas flew the CAP contingent 300 miles to Prince George. Arriving around noon, the Prince George Board of Trade and the Rotary Club received everyone for luncheon. After the meal, the Americans drove 50 miles north to Davie Lake Camp of the Campbell Mannix Construction Co. on the Alcan Highway where the cadets spent the night. The camp was a bit primitive, "it had all the comforts of 1850," mused Meyer, but the lake offered tremendous trout fishing despite the rain. Although the fishing was out of season, the local game warden was present and made an exception for the American guests. That evening professional singer Ingrid Anderson led camp songs.

The remoteness of the camp cannot be understated. The next morning around 5 a.m. the howls of wolves startled the cadets awake, followed by a bear that knocked over the garbage cans rummaging for food. Despite the visit of the local wildlife, the cadets enjoyed a worker's breakfast of ham, eggs, sausage, milk, pancakes, and potatoes, then drove back to Prince George for lunch courtesy of the Rotary Club at the Prince George Hotel. The afternoon of Aug.6, the cadets flew back to Vancouver and attended an Inter-city Box Lacrosse League game between the Burrards and the Salmonbellies at the Vancouver

21. Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, in scrapbook of Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948; document, "Itinerary American Civil Air Patrol Cadets Visit to British Columbia 1948"; document, "Visit of Civil Air Patrol Cadets from United States to Victoria, B.C.," scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.
22. Scrapbook of Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, Morse Center.
23. Scrapbook of Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948; document, "Itinerary American Civil Air Patrol Cadets Visit to British Columbia 1948"; document, "Visit of Civil Air Patrol Cadets from United States to Victoria, B.C."; letter from Louis A. Edwards to Sam Buck and Lucas V. Beau, August 8, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.

Forum. Lacrosse came as a shock to the Americans. "This game is faster and rougher than American hockey," observed Meyer. [24]

The tour took a slight breather on the weekend of Aug. 7 and 8. On Saturday, the cadets voluntarily practiced drilling and looking over various RCAF aircraft. Later in the afternoon, the Royal Vancouver Yacht Club hosted the cadets at their Mid-summer Regatta for sailing and swimming. During the regatta, the cadets had a slight accident or two with the boats, and their hosts invited them to participate in a race which a few attempted with good fun for all. That evening the yacht club hosted a dinner and dance with young ladies as dance partners for the Americans. Meyer described the night as one of the "most enjoyable days of the trip in most of our eyes" and mentioned meeting University of British Columbia coed Miss Elizabeth Taylor. In Meyer's own words, "Everyone one of us regretted that we had to return to the base at 12:00. However we saw our 'dates' later in the week." Curiously, Edwards and Armstrong apparently stayed back at the barracks while the cadets enjoyed the festivities.

Sunday, August 9 was not much different. With the morning free, Armstrong flew the Eastern Group of cadets in turn aloft in a North American T-6 Texan, although in this case a RCAF T-6 "Harvard." Other cadets attended church services. One cadet, William Jeffries of the National Capital Wing, was late for the morning formation and thereafter the other 23 cadets, in Edwards' words, "took turns at drilling him bowlegged." That afternoon, the CAP contingent headed to the estate of retired Maj. and Mrs. August Taylor in Vancouver. Taylor, an executive of the Standard Oil Co. of Canada, welcomed the cadets with another 24 young ladies and after the swimming party concluded, all the cadets received permission to go to the various girls' homes for the evenings, on invitation, provided the cadets could make the trip back to base safely. On this evening, Meyer met and chatted with Miss Tammy Rice. [25]

Bright and early on Aug. 10, the cadets boarded a Catalina flying boat and a Canadian Noorduyn Norseman bush plane and flew to Sproat Lake to witness logging operations. Everyone watched awestruck as the lumberjacks felled massive trees in minutes that were hauled out of the forest on a cable trolley to a river before floating to lumber mills to be turned into matches and paper pulp. Returning by flying boat to Vancouver in the afternoon, the cadets had a free night. Cadets Meyer and Rutigliano acquired dates and went to the Vancouver Forum to hear a performance by Charlie Barnet and his Orchestra. The next day the cadets enjoyed a free morning in Vancouver; Meyer took a stroll through Stanley Park with Miss Taylor. In the afternoon, the Americans flew back to the forest to witness more logging before heading on to Paisley Island, owned by Air Commodore Alan Duncan Bell-Irving, for fishing, swimming, and dinner. [26]

On the morning of Aug. 11, the cadets flew to Powell River as guests of the Powell River Co. There, the cadets watched logs brought in from a boom and transformed into pulp at the nearby mill. As Edwards later reported, "The sight of the huge logs being stripped of bark by water pressure, sawed to small sizes and reduced to chips, pulverized, and finally floated into one end of a machine as a soupy liquid and coming out the other end as huge rolls of newsprint paper was better than the best magician's show." [27] Small yachts moved the cadets farther up the Powell River for salmon fishing, albeit unsuccessful, a hearty lunch, and swimming before returning via flying boat to RCAF Station Sea Island in the evening. On Thursday the twelfth, the morning festivities included observing the weekly inspection of the personnel at the Sea Island, an examination of the air-sea rescue equipment, and a walk-through of a Vampire jet fighter. The city of Vancouver hosted a lunch at Stanley Park and Acting Mayor Jonathan D. Cornett led a city tour. In the evening, everyone attended the city's "Theatre Under the Stars" and witnessed a performance of

24. Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, in scrapbook of Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948; letter from Louis A. Edwards to Sam Buck and Lucas V. Beau, August 8, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.
25. Letter from Louis A. Edwards to Sam Buck and Lucas V. Beau, August 8, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange; Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, in scrapbook of Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, Morse Center.
26. Letter from Louis A. Edwards to Lucas V. Beau, August 24, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange; Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, in scrapbook of Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, Morse Center.
27. Louis A. Edwards to Lucas V. Beau, August 24, 1948, in in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.

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the play "The Great Waltz" about Johann Strauss. Edwards purchased extra tickets to allow the cadets to bring along their Vancouver dates. [28] The cadets again received permission to remain out as long as they desired. Meyer spent his evening with Miss Rice and together they joined Cadets Bryant, Rutigliano, and O'Keefe and their respective dates at the home of Cadet Bryant's date. The young Americans did not return to base until 5 a.m. the next day. As Meyer recorded ever so succinctly, "We enjoyed ourselves too!" [29]

It is not clear when the cadets actually slept but that Friday, Aug. 13 would be the last in Vancouver. "We were all present the next morning," remembered Meyer in his official history, to attend a farewell "Coke" party hosted at the home of Mrs. William Farrell where the Americans bid goodbye to their young Canadian hostesses. That day, the skies opened up with rains so hard that the cadets remained at Sea Island Station all day. At 7 the next morning, the cadets took off for Calgary and flew above 15,000 feet on oxygen over the Rockies to avoid a bad storm front. Landing at RCAF Station Lincoln Park, the cadets boarded a bus for Banff for a quick visit before traveling to Calgary for a concluding grand ceremony and banquet at Station Lincoln Park.

At the banquet that evening, Beau and other CAP dignitaries flew in to join the commander of the Royal Canadian Air Cadets, Air Vice Marshal Kenneth M. Guthrie, and ACLC dignitaries. All 24 American and 24 Canadian cadets met and swapped stories. The CAP cadets presented the Canadian cadets with CAP lapel insignia, sang songs, and shared in the joy of the exchange. Guthrie presented a silver ash tray and Beau presented a traveler's clock to each of the cadets. After the formalities, the American and Canadian cadets returned to the barracks and commenced exchanging additional articles of clothing and insignia. [30]

Alas, all good things had to end. The morning of Aug. 15, wrote Meyer, "was the saddest morning of the tour,

28. Letter from Louis A. Edwards to Lucas V. Beau, August 24, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange; Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, in scrapbook of Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, Morse Center.
29. Ibid.
30. Ibid.

because the two CAP (Eastern and Western) groups had to return to the states." [31] For Edwards, the "Take-off from Calgary was quite an emotional tug on all of us as it meant not only leaving our many new Canadian friends, but also the separation of the cadets again into eastern and western groups." [32] As the Station Lincoln Park band performed for the takeoff for the Royal Canadian Air Cadets and as the CAP Eastern Group taxied for takeoff back to Selfridge AFB, the Western Group destined for Lowry AFB stood in formation and rendered them a snappy salute. The Eastern Group first arrived in Great Falls, Montana to clear Customs and share lunch with the Montana Wing before arriving in Minneapolis for dinner that evening. The next afternoon, Aug. 16, the group arrived back at Selfridge and the cadets disbanded to return home to their local squadrons. [33]

In the immediate aftermath of the exchange, Edwards submitted a concluding letter to National Headquarters. He reported to Beau how "As a whole, the trip was a huge success though the pace was so rapid that many of our cadets became satiated were too tired to really grasp in full the wonder of all we were shown." He noted how "Throughout the trip we found the Canadians extremely cordial and gracious hosts; they simply couldn't do enough for us. . . ." On a deeper level, Edwards recognized that the Canadians exhibited a "universal acceptance of aviation in Canada as a vitally necessary part of their daily lives and the great enthusiasm of their civilians in all walks of life for the movement sponsored by the Air Cadet League of Canada." Edwards further acknowledged that "We of the CAP have a man-sized job on our hands if we are to arouse a similar enthusiasm here." [34]

Together with his letter, Edwards provided a list of 18 suggestions for future CAP cadet exchanges. Many of the recommendations revolved around uniforms. First on the list, "National Headquarters should send each cadet chosen a copy of correct uniform and insignia regulations." Cadets should have four sets of slacks and shirts, purchase a pair of plain dress oxfords for best wear, bring a pair of sunglasses, have name badges, and be urged to take regulation military uniform bags for easier stowage aboard aircraft. Regarding the selected cadets, Edwards recommended that "Cadets chosen for the tour should have an 'excellent' rating in drill, military courtesy and discipline, should be erect in posture, not overweight, and should be of the average appearance of a seventeen-year-old lad." He added "social graces should also be considered inasmuch as a goodly portion of the program consists of social activity in the company of the very finest people." [35]

Appropriately enough, Edwards kept notes on all 24 cadets. He reported to Beau that overall, "Conduct throughout the trip on the part of the cadets was excellent with one exception," the latter being Cadet William Jeffries of National Capital Wing who persistently reported late for mess and formations and who exhibited a "superior attitude toward the other cadets and not too well liked." Of the cadets overall, Cadet Stark received the greatest number of complements on his appearance and military bearing, while Cadets Phelps, Ottinger, O'Keefe, and Durnin received complements as well. In Edwards's scrapbook, he observed how Cadet Holsten of Ohio was "Inclined to be a loud mouth – untidy and wrinkled uniform most of the time. Untidy room also at Sea Island Base. Got along better after a talk. Gained 26 pounds and fell in love on the trip." In comparison, Cadet Reed of Indiana was "fine boy – pilot. Neat, military, cooperative – on the ball all the time." [36]

Additional administrative aspects of Edwards' work included gathering information to help with future exchanges and thanking the Canadian hosts. The cadets in turn were provided names and addresses of the hosts to thank for the hospitality. [37] All of the young hostesses received a bouquet of flowers and a

31. Scrapbook of Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, Morse Center.
32. Letter from Louis A. Edwards to Lucas V. Beau, August 24, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.
33. Letter from Louis A. Edwards to Lucas V. Beau, August 24, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange; scrapbook of Franklin R. Meyer, "Canadian Tour by an Exchange Cadet," 1948, Morse Center.
34. Letter from Louis A. Edwards to Lucas V. Beau, August 24, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.
35. Louis A. Edwards, "Suggestions for CAP Cadet Future Exchange Tours," August 24, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.
36. Letter from Louis A. Edwards to Lucas V. Beau, August 24, 1948; notes in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.
37. Document, "Address of Hosts and Hostesses to CAP Cadets on Canadian Tour 1948," August 23, 1948; Louis A. Edwards to Charles D. Adams, August 19, 1948; Louis A. Edwards to Franklin R. Meyer, August 19, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.

thank-you card. Various gifts were given to some of the senior military and ACLC officials with whom Edwards became acquainted and he also sent every host or hostess a personal letter. [38] Cost-wise, Maj. Robert A. Trennert at National Headquarters had issued Edwards $500.00 for the tour. In addition to purchasing film, Edwards bought extra insignia, collar stays, and nametags for the cadets as well as an iron to keep uniforms presentable. Food, taxi fare, and small amounts of spending money for the cadets made up the final expenditure of $422.21. [39]

Edwards distributed 24 questionnaires to the cadets and received 22 responses from which he compiled the data for National Headquarters. The cadets gained an average of six pounds and spent around $29.00 each on the exchange. Of the three items on the tour that appealed most to the cadets, the answers ran the gamut with some obvious crowd favorites. Fishing and the Canadian ladies, or as one cadet wrote, "the excellent selection of feminine pulchritude," were frequently listed. The dances, cruises, tour of the cruiser Ontario, and visiting the cannery and paper mill were also mentioned. In offering suggestions for helping the ACLC plan the 1949 tour, cadets predominantly asked for more free time to handle a variety of tasks. One requested less rich food at the banquets, more opportunity to interact with "people of our own standing. Less time with women and more recreation." On a technical level, one cadet requested the carrying of parachutes in Canadian aircraft if American cadets were going to be aboard. To help CAP improve its portion of the tour, cadets recommended advising cadets from southern states to bring more warm clothing, issue cadets with fatigues and heavy shoes, practice drill as a team, and the issuance of uniforms for the tour to ensure uniformity in appearance. One recommended that "Greater care should be taken in the selection of American cadets, particularly as to table manners, tact and intelligence. The accent in this tour seemed to be on a rather thin veneer of glamour, to the almost complete exclusion of other qualities." [40]

Regarding the fate of the 1948 CAP contingent, only fragmentary information has been located. Edwards rose to become the third Michigan Wing commander, serving from 1951 to 1955 and then Great Lakes Region commander from 1957 to 1958. He died in 1971.[41] Emerson stayed in the Air Force and retired as a lieutenant colonel in 1963. He passed away in 2004.[42] Cadet Franklin R. Meyer served as a first lieutenant in the U.S. Army Reserve, earned a degree in mechanical engineering from Purdue University, and made his career as an engineer with Sikorsky Aircraft.[43] Cadet Merwyn O. Reed also graduated from Perdue with an undergraduate and graduate degree in forestry, serving as a civil servant with the U.S. Army Corps of Engineers and the U.S. Forest Service.[44] Unfortunately, the whereabouts for 11 of Meyer's peers remain evasive. For the other 12 cadets, eight are deceased and four appear to still be with us.

Harry Nickolas

The following postscript includes details for those that have gone west. Cadet George V. Crater served with the U.S. Army in the Korean War and passed away in 1996.[45] Cadet Harry Nickolas graduated from the University of Wyoming and then spent a career with the Union Pacific Railroad as a foreman electrician at the roundhouse; he died in 2015.[46] Cadet Elwood A. Phelps also served in the Korean War, albeit with the U.S. Air Force and passed in 1969.[47] Cadet George A. Bradfute, Jr. also served in the U.S. Air

38. Letter from Louis A. Edwards to Lucas V. Beau, August 24, 1948; compilation of letters under coversheet titled "Civil Air Patrol Canadian Tour Copies of 'Thank You' Letters Sent to Canadian Hosts," September 2, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center. The thank you letters are all dated on either August 21, 25, 26, 27, 30, or September 1, 1948.
39. Letter from Louis A. Edwards to Robert A. Trennert, Aug. 24, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.
40. Document, "Summarization of Civil Air Patrol Cadets' Answers to Questionnaire Regarding the 1948 Exchange Tour of Canada (Questionnaire Form Attached," in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.
41. "Louis A. Edwards, Building Manager," Detroit Free Press, November 26, 1971, pg. 24.
42. "Emerson Lee Armstrong," Find a Grave, https://www.findagrave.com/memorial/39605073/emerson-lee-armstrong.
43. "Three Reservists Boosted in Rank," Journal and Courier (Lafayette, IN), February 2, 1955, pg. 15; "Purdue Lists Summer Graduates from Lafayette Area Counties," Journal and Courier (Lafayette, IN), August 14, 1956, pg. 11; telephone conversation with Leonard Blascovich, August 14, 2018.
44. "Reed Appointed Hiawatha Forest Supervisor Here," The Escanaba Daily Press (Escanaba, MI), November 13, 1972, pg. 2.
45. "George V Crater," Find a Grave, https://www.findagrave.com/memorial/534122/george-v-crater.
46. "Harry Nickolas," Green River Star (WY), September 30, 2015, http://www.greenriverstar.com/story/2015/09/30/obituaries/harry-nickolas/1688.html.
47. "Elwood Alton Phelps," Find a Grave, https://www.findagrave.com/memorial/155287248/elwood-alton-phelps.

Force. After studying electrical engineering at the Universities of Minnesota and Tennessee, he worked for Sperry Rand and the National Institutes of Health. Bradfute died in 2015.[48] Cadet Dushan Sumonia, who died in 2015, served in the U.S. Air Force and U.S. Army as a cartographer, ending his time with the Department of Defense at the Defense Mapping Agency Aerospace Center, where he rose to acting director.[49] Cadet Michael H. O'Keefe became a prominent lawyer and politician in Louisiana, culminating in the presidency of the Louisiana State Senate in 1976. He was convicted in 1983 of mail fraud and obstruction of justice before receiving a pardon in 1986. After regaining his legal license in 1989, he was permanently disbarred in 2000 for misconduct, a year after he was sentenced in 1999 to 19.5 years in prison for theft. He was released from federal custody in 2016.[50] Far more laudable is the career of Cadet Oscar L. Shuler. He was drafted into the Army in 1953 and rose through the enlisted ranks before receiving a commission. He retired as a lieutenant colonel in 1977 after two combat tours in the Vietnam War for which he received multiple Distinguished Flying Crosses, Bronze Stars and Air Medals. He passed away in 2011.[51]

Dushan Sumonia

MIchael H. O'Keefe

The 1948 exchange proved a great success. Beau officially commended Edwards for "an outstanding job in carrying out all the details necessary to make such a program a success."[52] In a personal letter of Sept. 8, 1948, George M. Ross wrote to Edwards, congratulating him on his selection as the accompanying officer: "It was obvious to us from the time you arrived that you not only enjoyed the full confidence of the Cadets but created a fine impression with everyone you met. Therefore, we can truly say you played a big part in a very big enterprise." In terms of the overall exchange, Ross remarked how "I frankly do not think we could have hoped for a finer result especially for the initial operation."[53] The results indeed proved quite fine. By October 1948, the CAP National Executive Board already discussed the exchange of cadets with Canada and England, with inquiries also received for cadet exchanges with France, Sweden, and Switzerland.[54] In 1949, the exchange expanded with American CAP cadets exchanged with their counterparts in Canada, France, Great Britain, and Switzerland.[55] The exchange continued to expand and the International Air Cadet Exchange as we know it today emerged by the 1950s. ▲

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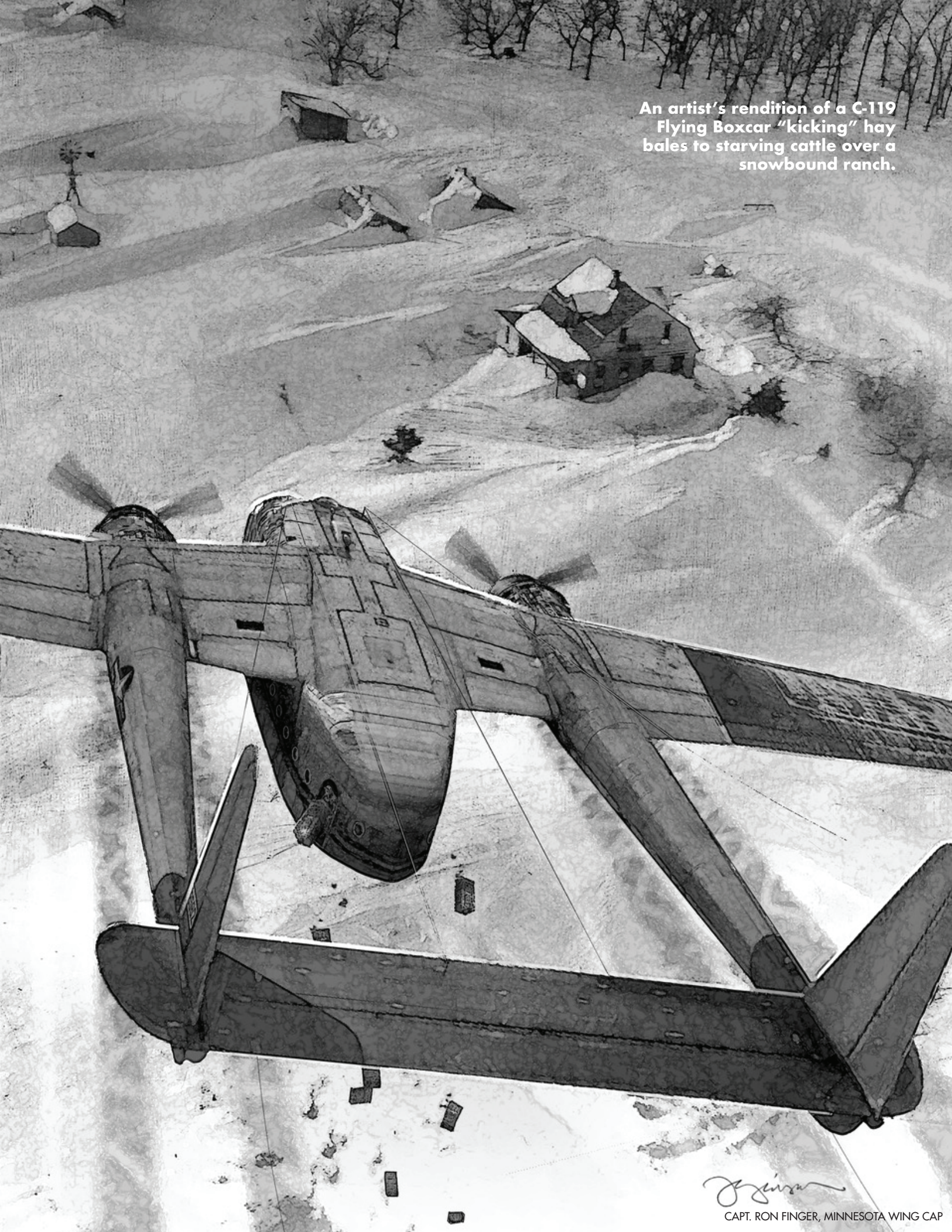
48. "George Archibald Bradfute, Jr.," Find a Grave, https://www.findagrave.com/memorial/141178319/george-archibald-bradfute.
49. "Dushan L. 'Duke' Sumonia," Find a Grave, https://www.findagrave.com/memorial/149175805/dushan-l.-sumonia; Obituary, "Duke Sumonia," Loveland Reporter-Herald (Berthoud, CO), July 10, 2015, http://www.legacy.com/obituaries/reporterherald/obituary.aspx?page=lifestory&pid=175255224.
50. "Michael O'Keefe (Louisiana politician)," Wikipedia, https://en.wikipedia.org/wiki/Michael_O%27Keefe_(Louisiana_politician).
51. Obituaries, "Oscar L. 'Bud' Shuler," Aramco Expats Corporation, https://www.aramcoexpats.com/obituaries/oscar-l-bud-shuler/.
52. Lucas V. Beau to Louis A. Edwards, August 31, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.
53. George M. Ross to Louis A. Edwards, September 8, 1948, in scrapbook of Louis A. Edwards covering 1948 cadet exchange, Morse Center.
54. Headquarters and Headquarters Squadron, Civil Air Patrol – United States Air Force, Agenda, Minutes of Civil Air Patrol National Executive Board, 12-13 October 1948, 26 October 1948, Morse Center.
55. Booklet "Civil Air Patrol Auxiliary of the U.S. Air Force Annual Conference, Washington, DC, May 1949," 22, Morse Center.



An artist's rendition of a C-119 Flying Boxcar "kicking" hay bales to starving cattle over a snowbound ranch.

CAPT. RON FINGER, MINNESOTA WING CAP

Across the Great Plains, the winter of 1948-1949 was an epochal season as blizzards repeatedly pounded the Great Plains from November to April. • Snow drifts reached heights of 30 to 40 feet tall, then melted, froze, and re-drifted for five months. • Particularly hard-hit were farms and ranches in a snow-covered swath that spanned from Arizona to Wyoming. Civilian, Civil Air Patrol and military pilots in planes of all sizes airlifted medicine, hay, food, coal, and the infirm across the frozen land. • CAP volunteers manned operations centers and radios, and assisted with loading aircraft with valuable materials. • The flying was hazardous; two CAP volunteers sustained serious injuries, and two others gave their lives supporting residents besieged by the blizzards.

Aid in the storm

CAP Support in the Great Plains Blizzard of 1949

By Maj. MARC HENDERSON

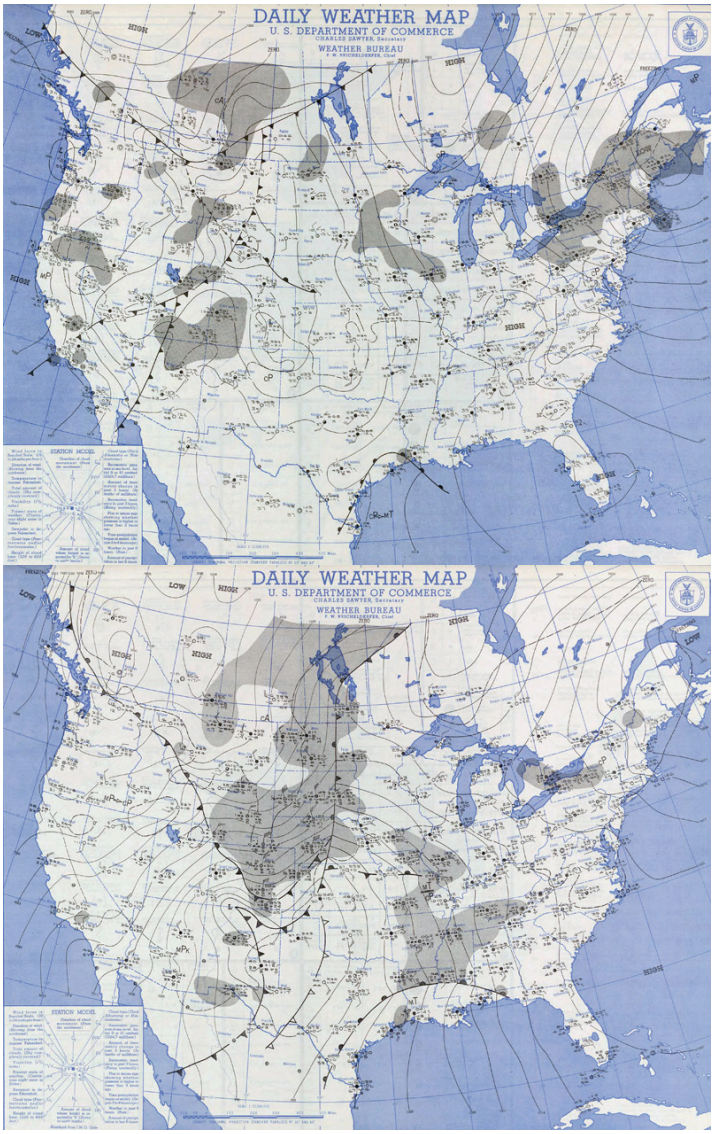
Storms Converge

The first hint of a hard winter in the Great Plains appeared in the form of a two-day blizzard across the Plains the week before Thanksgiving 1948, just as students and family returned home early for the holiday. This blizzard left much of Nebraska, South Dakota and Wyoming buried in wet, heavy snow. It trapped farm and ranch families and separated them from their livestock. As it left Nebraska, the same weather system spawned a tornado that ripped through Warren, Ark., killing 46 and injuring nearly 300.[1] As residents of the stricken areas recovered from the first storm, the storms that followed the new year were second only in severity to the blizzard of 1888.

The weather on the Great Plains east of the Rocky Mountains was generally pleasant on New Year's day, but it turned balmy late the next day as another big blizzard brought freezing temperatures and heavy snow to the Great Plains. This was no ordinary storm.[2] The National Weather service considers the Blizzard of 1949 to be "one of the worst on record for the northern Plains." [3] Beginning on Jan. 2, the storm initially struck with greatest force in Northern Colorado and southeastern Wyoming. Two days into this storm the Associated Press reported, "Winds of 45 MPH whipped the snow through the air, reduced visibility to zero and halted transcontinental traffic."[4] The Jefferson City *Daily Capital News* reported, "Snow, swirled by wind up to 65 miles an hour, piled up huge drifts which blocked roads in some areas, and low visibility held up traffic in other locations. Near zero temperatures prevailed."[5]The snow-packed storm converged to form one mammoth "storm of storms," and continued through Jan. 5, with heavy snow, strong winds and cold temperatures that "swept most of Wyoming, eastern Colorado, western Nebraska, and northeastern New Mexico... and moved into Kansas."[6]

After a week's reprieve, another series of storms wreaked havoc on the west coast, Rocky Mountains and the Great Plains. Snow fell in Los Angeles for the first time since 1932 on Jan. 11, piled 10 inches deep and was 30 inches deep in nearby mountains. Long Beach saw snow for the first time in 50 years, and it was the first snow in the memory of Catalina Island residents who reported, "It confused birds so badly they flew upside down and did barrel rolls " It melted rapidly, but citrus fruit growers had suffered more than $25,000 in damages to their crops.[7]

In the Black Hills region, January 1949 remains as the snowiest January on record for many of the



NOAA

TOP: Storm fronts converge Jan. 2, 1949. ABOVE: Multiple storms from the west compounded into one large storm blanketing the Great Plains.

observing stations. Snowfall during the month ranged from twelve to more than forty inches three to eight times the normal of four to eight inches. It was also one of the coldest Januarys recorded, even with several days between blizzards reaching highs

1. "January, 1949 Blizzard." www.weather.gov. NOAA's National Weather Service, October 14, 2020. https://www.weather.gov/unr/1949-01.
2. Christopher Amundson, ed. "1948-49 Nebraska's Epic Winter: Stories from the People Who Lived It," Nebraska Life 13, no. 1 (January 2009): 10. https://search-ebscohost-com.ezproxy.umgc.edu/login.aspx?direct=true&db=f5h&AN=36154389&site=eds-live&scope=site.
3. Christopher Amundson, ed. "1948-49 Nebraska's Epic Winter: Stories from the People Who Lived It," Nebraska Life 13, no. 1 (January 2009): 14. https://search-ebscohost-com.ezproxy.umgc.edu/login.aspx?direct=true&db=f5h&AN=36154389&site=eds-live&scope=site.
4. "Some Outstanding Blizzards", U.S. Department of Commerce, Environmental Science Services Administration, Environmental Data Service, Revised December 1966 referenced in "January 1949 Blizzard." www.weather.gov. NOAA's National Weather Service, October 14, 2020. https://www.weather.gov/unr/1949-01.
5. Associated Press, "Blizzard Hits Great Plains, Halting Travel," European Stars and Stripes, January 4 1949, 6, https://newspaperarchive.com/disaster-clipping-jan-04-1949-2085037/.
6. Associated Press, "Blizzard Over Great Plains Area Moves on Missouri," Jefferson City Daily Capital News, Jefferson City, Missouri, January 4, 1949, page 1, https://newspaperarchive.com/disaster-clipping-jan-04-1949-2171420/
7. AP, "Blizzard Over Great Plains Area Moves on Missouri."

U.S. AIR FORCE

C-119 Flying Boxcar loads hay at Malmstrom AFB, Mont.

in the 50s and even 60s.[8] In Montana, the frigid blasts were the coldest in the state in ten years, and there were more than 63 days of below-freezing temperatures recorded that winter.[9] One Nebraska resident said, "My mother kept track on the calendar and recorded six blizzards in 48 days, after the big blizzard."[10] The "big" blizzard, which came to be known as THE Blizzard of 1949, was actually a series of consecutive storms that lasted through February.

The Situation

Ironically, matters were made worse for rural inhabitants during the Blizzard of 1949 by the overall improvement of roads and highways across America. Planning was underway for the Interstate Highway System and in post-World War II America, most households had access to a car. With the improvement in America's network of roads and the growing market-society, most households moved away from keeping large stocks of food supplies for the winter, in favor of relatively easy access to grocery stores and markets. The Blizzard of 1949, however, cutoff most road-travel across affected areas for many days, and even weeks in some places, with heavy snowfall, wind-blown snowdrifts that reached as high as forty-feet in areas, and snowmelt that regularly froze to dangerous sheets of ice. Simply put, many cupboards were quickly made bare due to inaccessible grocery stores.

State Governors declared states of emergency and on a national level, President Harry Truman made $300,000 available for relief to stockmen mostly in the form of cargo airplanes to haul hay. Eventually, Congress boosted funding to $750,000 (equal to $8.1 million in 2021) and roughly two-million cattle and sheep across Nevada, Utah, and Wyoming received hay from the air.[11]

By late January, the storm forced a suspension of Operation Haylift operations, which by Jan. 29 a lull in the weather allowed the airborne relief efforts to resume. This was imperative to save the livestock threatened by the storm. A Jan. 29 United Press article reported, "Livestock officials warned that

8. Associated Press, "Girls Trapped By Blizzard in California," European Stars and Stripes, January 12, 1949, page 7, https://newspaperarchive.com/disaster-clipping-jan-12-1949-2085019/. $25,000 in 1949 equals $270,200 in 2021; and United Press International, "Planes Fly Help to Storm Areas," Pacific Stars and Stripes, Tokyo, January 13, 1949, 4.
9. "January, 1949 Blizzard." www.weather.gov. NOAA's National Weather Service, October 14, 2020. https://www.weather.gov/unr/1949-01.
10. AP, "Girls Trapped By Blizzard in California."
11. Carol Neben Dinse, "1948-49 Nebraska's Epic Winter: Stories from the People Who Lived It," edited by Christopher Amundson, Nebraska Life 13, no. 1 (January 2009): 14. https://search-ebscohost-com.ezproxy.umgc.edu/login.aspx?direct=true&db=f5h&AN=36154389&site=eds-live&scope=site.

U.S. AIR FORCE

CAP cadets help load hay bales.

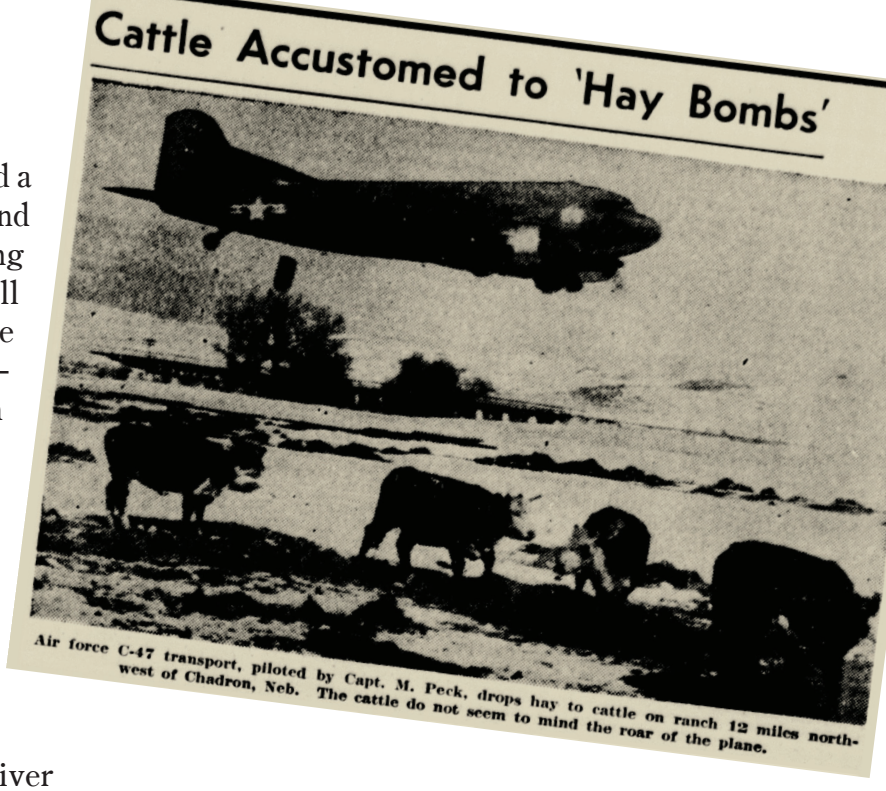
the new snow and cold weather imperiled 3,000,000 head of livestock valued at a half billion dollars or more."[12] $5,000,000 in 1949 equals $54,040,248.96 in 2021.[13] The Associated Press completed the picture by describing, "Snow, ice, and sleet storms hit an area from the Texas-Oklahoma Panhandle to the Pacific Coast. The freezing rain and sleet covered an extensive area of the central and southern plains as far eastward as Iowa, Missouri, and western Illinois."[14] That same day, the U.S. Air Force Strategic Air Command transported skis from Minneapolis to Lincoln, Nebraska to be used on light planes privately operated in the stricken zones of snowbound areas.[15]

The subsequent storms through mid-February produced enormous snow drifts that paralyzed much of the region. Consequently, with most of the roads and railroads blocked, airplanes were used to bring food and medical supplies to isolated towns and hay to livestock.[16] The severe weather finaly abated by March, but the thaw and subsequent cleanup in several areas continued through late April.

12. James A. Young, "Operation Hay Lift: The Winter of 1949," Rangelands, vol 6, no. 3, (Society for Range Management, June 1984), 117-118.
13. United Press, "West Ranges; Fierce New Storm Cuts A/F Haylift Operations," Pacific Stars and Stripes, Tokyo, January 29, 1949, page 4. https://newspaperarchive.com/disaster-clipping-jan-29-1949-2085013/
14. https://www.saving.org/inflation/inflation.php?amount=5,000,000&year=1949
15. Associated Press, "Record Snowfall Staggers Southern Cali," European Stars and Stripes, (Darmstadt, January 13, 1949), 12.
16. U.S. Air Force, "Operation "HAYLIFT" 1949, SAC Participation," official history, Strategic Air Command, U.S. Air Force, Air Force Historical Research Agency Archives, AFD-140207-017, 10.

U.S. Air Force Support

The C-47 Skytrains carried a payload of two and a half tons, the C-82 Packets, four and a half tons, and C-119 Flying Boxcars up to fourteen tons. Along with the crew on each flight was a spotter, as well as Air Force and civilian "kickers – four or five on the C-47s, and seven or eight on the C-82s – whose job it was to shove the hay out the open cargo doors of the aircraft. Kickers were kept from falling out by straps secured to a bulkhead. The spotter was a civilian familiar with the area, who guided the pilot to the ranch in need. Several CAP members and cadets flew along as "kickers." At the sound of a buzzer from the cockpit, the kickers shoved out the bales of hay, most of which broke apart on impact.[17]


Cattle Accustomed to 'Hay Bombs'

Air force C-47 transport, piloted by Capt. M. Peck, drops hay to cattle on ranch 12 miles northwest of Chadron, Neb. The cattle do not seem to mind the roar of the plane.

HELENA (MONT.) *INDEPENDENT RECORD*, FEB. 9, 1949

"Civilians on Haylift missions had to sign a waiver freeing the government of any liability. They also had to designate next of kin. Nevertheless, the atmosphere aboard Haylift flights was cheerful. The Air Force personnel enjoyed the low-level flights, and the civilians were thrilled by the novelty as well as feeling they were doing something useful. Obviously, there was some danger in these missions: two C-47s – one from Kearney Air Force Base and the other from Lowry AFB – were seriously damaged when hay bales struck their vertical stabilizers. Fortunately, both aircraft landed safely.[18]

In Nebraska, Haylift organizers arranged fifty-four hay drops totaling about 240 tons of hay. Each of the fifty-four ranchers in Garfield, Loup, and Blaine counties received from 34 to 404 bales. The Haylift program coordinated by the Chadron Junior Chamber of Commerce dropped 1,854 bales to twenty-nine local ranchers. One C-47 sent from Kearney to North Platte on January 10, made seventy-eight or more drops to towns and ranches. Thirteen planes from Kearney's Twenty Seventh Fighter Group were used to search the countryside for distress signals.[19]

Blizzard relief work was a final big moment for Kearney Air Force Base, which was soon to close. Belying the base's imminent demise was the activity at its public information office. Radio station WOW in Omaha routinely used material from the base in its evening newscasts, and Army newsreel units filmed interviewed the airmen sent to O'Neill. Operation Haylift was the topic of many press releases from the Information Office, and the Air Force welcomed such good publicity. In an internal report the office described a peak in the relief work as "the best weekly period that we have covered," emerging from a situation "that normally would not arise."[20]

In addition to the fixed-wing cargo plane support provided by the Air Force, it sent at least eight helicopters to support the operation from San Marcos Air Force Base, Texas, the site of the Air Force Helicopter Training Center. Primarily, the helicopters scouted areas over Nebraska and Wyoming in search of snow-bound cattle and sheep, then directed cargo planes in for hay drops. Over the course of the operation helicopters operated from Air Force bases at Kearney, Neb., Enid, Okla., and Lowry Field in Denver.[21] Private pilots equipped their planes with skis."

Even before the Haylift flights from Kearney Air Force Base, planes from Lowry Field in Denver

17. "January, 1949 Blizzard." www.weather.gov. NOAA's National Weather Service, October 14, 2020. https://www.weather.gov/unr/1949-01.
18. Harl A Dalstrom, "I'm Never Going to Be Snowbound Again; The Winter of 1948-1949 in Nebraska." Nebraska History 82, 2002: 140.
19. Ibid., 140-141.
20. Ibid., 141.
21. Ibid., 141.

had been carrying hay to stranded cattle and sheep in western Nebraska. Some hay was brought to Alliance for use by aircraft from Lowry, and some Haylift flights to the Sheridan County and Pine Ridge Reservation area along the Nebraska-South Dakota border came from Rapid City AFB. According to the Strategic Air Command, two Haylift missions were flown from Offutt AFB near Omaha.[22]

Civilian aviators

Aviators faced severe challenges. Some aircraft in the blizzard area were fitted with skis, but operating over terrain blanketed with snow was hazardous. As one Chadron flyer said after a fresh snowfall, "We risk breaking a prop every time we land and take off since this new snow came on." Indeed, in the week after the blizzard, Chadron pilots ruined five propellers."[23]

"Aviators in wheeled aircraft landed and took off from fields blown clear of snow. When snow conditions did not permit either of two ski-equipped planes to take off with a rural Rushville area woman who had broken her leg, a wheeled aircraft was brought in and a bare field served as the runway. On takeoff, men held the wings as the pilot gunned the engine. As the plane lifted off the short runway, its wheels clipped a snowbank at the end."[24]

CAP operations

While only one person died in western South Dakota, 12 deaths were reported in Wyoming, seven in Colorado, and 20 in Nebraska, including two CAP members who lost their lives on Feb. 2 while on a relief mission near Alliance, Neb. – the pilot was William F. 'Bill' O'Brien and the observer was Warrant Officer John C. Huff.[25]

CAP service during the Blizzard of 1949 was exemplary. The Air Force named their participation Operation Haylift; CAP referred to it as Operation Snow Bound. The few remaining records of individual

OMAHA WORLD-HERALD

Two CAP members died in a crash on Feb. 9, 1949, near Alliance, Neb., when their plane struck a wire and crashed into a house as they attempted to deliver mail to a besieged family.

distinction or participation are mentioned above, but the CAP Annual Report for 1949 describes active wing relief activities in detail:

Nebraska Wing: The Nebraska wing referred to its efforts as "Operation Snowbound." Its aircrews and ground teams provided support by flying food, clothing, medicine and necessities to isolated farms, conducting searches for missing people, and covering the areas to be worked by the snow plows and dozers. CAP's 1948 Annual Report commended the Nebraska Wing for "doing an all-out job in such an emergency."[26]

Nevada Wing: "Due to the severe weather... many communities, ranches and individual families were isolated and in need of assistance. The wing flew a number of these missions, dropped food, medical supplies, heating apparatus, etc. to stranded and destitute people. ...On one search, operations were coordinated with personnel from Air Rescue Service of Hamilton Air Force Base using not only wheeled aircraft, but ski-equipped planes as well. The operation base was at Hubbard Field in Reno. When ARS radio equipment failed, the Nevada Wing, CAP, SCR-399 was transported to Hubbard and placed

22. ""Haylift" Craft Land Here Bound for Neb., Wyo.," Wichita Falls Sheppard Senator (Wichita Falls, TX, February 1, 1949), 1. https://newspaperarchive.com/disaster-clipping-feb-01-1949-2173195/.
23. Harl A Dalstrom, "I'm Never Going to Be Snowbound Again; The Winter of 1948-1949 in Nebraska." Nebraska History 82, 2002: 141.
24. Ibid., 123. 25. Harl A Dalstrom, "I'm Never Going to Be Snowbound Again: The Winter of 1948-1949 in Nebraska. Nebraska History 82 (2002): 123. https://history.nebraska.gov/blog/blizzard-1948-49.
26. Roy V. Alleman, Blizzard 1949 (Tucson, AZ: The Patrice Press, 1998), 119. Sources conflict when discerning the names of the two CAP fatalities on February 2, 1949. The Omaha World-Herald reported "The pilot was Clarence Kirkpatrick & the observer was John Huff," but Alleman's book and CAP records indicate the two Nebraska Wing fatalities that day were "Warrant Officer John C. Huff and William F. 'Bill' O'Brien." See Nancy Gardner, "Blizzard of '49," Omaha World-Herald newspaper special edition (Omaha, NE, February 23, 2014). Updated November 21, 2018, https://omaha.com/news/freezing-hungry-and-trapped-1949-blizzard-left-thousands-stranded/article_536b9b1d-5543-516c-bb33-aa4d6bb46ad7.html and Seth Hudson, Axel Ostling, and Frank Blazich, "Civil Air Patrol Fatalities, 1941-present," Civil Air Patrol (October 2018), 5. https://history.cap.gov/files/original/2716d-3ba652f4d21c89cd8036d52f90b.pdf

in service with practically no delay in order that communications could be maintained."[27]

North Dakota Wing: The North Dakota Wing "flew many missions during operation "Snow Bound." During a search for a downed military aircraft, the wing launched 22 aircraft within 30-minutes of daybreak, from three different sections of the state, each with a pilot and observer, despite temperatures of 20 degrees below zero.[28]

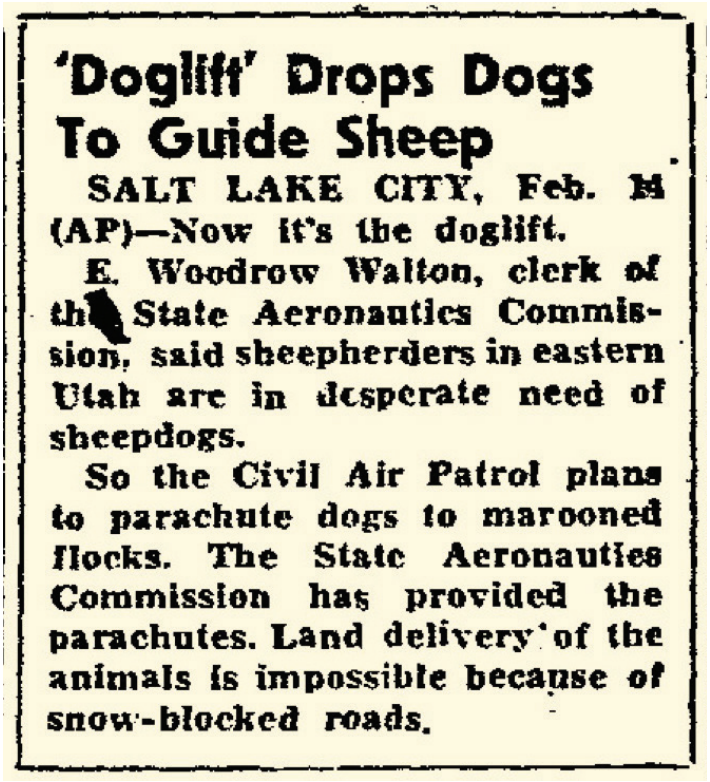
South Dakota Wing: The South Dakota wing received a "special mention" in the 1948 CAP Annual Report to Congress for its activities in the aid of the operations during the blizzard in their state."[29]

In Utah, by early-February, sheepherders were reportedly in desperate need of sheepdogs, but snow-blocked roads made land delivery of the animals impossible. Dogs used to guard many flocks were inadvertently "poisoned on coyote bait." So, a Civil Air Patrol plane and crew from Price, Utah air-dropped dogs to marooned flocks on parachutes supplied by the State Aeronautics Commission.[30]

Idaho, Montana, and Wyoming Wings: Each wing was assigned a C-45 Expeditor aircraft, which they used to participate in Operation Snowbound. Notably, the three states represent about eleven percent of the geographic area of the continental United States, but in 1949 had considerably less than one percent of the country's population. The C-45s were indispensable for the transportation of CAP members and supplies over such great distances. [31]

Summary

Civilian, Air Force, and CAP pilots worked tirelessly to assist relief efforts necessitated by weeks of severe winter storms and drifting snow in 1949. As a tribute to the Civil Air Patrol's 80th anniversary, this article highlighted the efforts of the Civil Air Patrol that worked as part of a massive team to assist their neighbors-in-need. In blizzard-locked areas of the Great Plains Civil Air Patrol air and ground crews made an impressive impact on disaster relief efforts to aid stricken populations and animals



'Dogliff' Drops Dogs To Guide Sheep

SALT LAKE CITY, Feb. M (AP)—Now it's the doglift.

E. Woodrow Walton, clerk of the State Aeronautics Commission, said sheepherders in eastern Utah are in desperate need of sheepdogs.

So the Civil Air Patrol plans to parachute dogs to marooned flocks. The State Aeronautics Commission has provided the parachutes. Land delivery of the animals is impossible because of snow-blocked roads.

EUROPEAN STARS AND STRIPES, FEB. 15, 1949

across a vast swath of the continental United States. CAP planes flew rescue flights, air reconnaissance, and aerial deliveries of food, medicines, and other supplies. They hunted for lost planes and helped evacuate marooned pilots. CAP senior members and cadets operated radios, operations centers, and loaded countless bails of hay onto waiting cargo aircraft. CAP pilots flew the sick and injured to hospitals and rushed doctors to dangerously ill in isolated places.[32]

▲

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27. Civil Air Patrol, "National Executive Board Report," Annual Conference, Washington DC, May 1949, 13.
28. Ibid., 11.
29. Ibid., 13.
30. Ibid., 13.
31. Associated Press, "'Doglift' Drops Dogs to Guide Sheep," European Stars and Stripes, (Darmstadt, Germany, February 15, 1949), 7; and ""Dog Lift" being Planned in Utah," Helena Independent Record, (Helena, MT, February 9, 1949), 1. https://newspaperarchive.com/disaster-clipping-feb-09-1949-2171497/
32. Civil Air Patrol, "National Executive Board Report," Annual Conference, Washington DC, May 1949, 15.

COURTESY SEAN MCGRAW

Recollections of a serious mind

The NHJ interview with Wayne Garber, grandson of aviation legend Paul Garber

Interview Conducted by Maj. K.J. EFINGER

NHJ: Your grandfather, Paul E. Garber was the first curator of the National Air & Space Museum of the Smithsonian Institution. The Civil Air Patrol's Paul E. Garber Award is presented to all Civil Air Patrol senior members who have successfully completed Level IV requirements of the Senior Member Professional Development Program. Of the over 20 years I have known you, whenever you spoke of your grandfather, it was never in the context of his having played such a seminal role in the history of this nation's aviation culture. It was always about him as a person, and that is what we would like you to share with the members of the Civil Air Patrol. What are some of the earliest memories you had as a child with your grandfather?

WG: My earliest memories of being with my granddad would be Christmas dinner at his house in southeast Washington, D.C. Most of the family (except my Uncle Paul) would get together, exchange gifts and have a great turkey dinner. Other early times with Granddaddy would be at his cottage in Galesville, Maryland. on the West River, an arm off the Chesapeake Bay, about 15 miles south of Annapolis. I spent many weekends their along with his wife Irene (whom we called Grandmommy Irene) and his two Chesapeake Bay retrievers, Esso and Ethyl (the two types of gasoline you could buy at the time. This was about 1955-56-ish). One Christmas, we were all seated at the dining room table waiting for Granddaddy to carve the turkey (his, and only his, job). We waited, and waited a little more until Grandmommy Irene called for him. He answered from upstairs we was on his way. He came down the stairs and walked stiff-legged over to the head of the table, sat down stiffly and proceeded to say grace, after which he rose and slowly pulled his Navy Cutlass from his trousers and placed this 30 some inch long sword on the table. We all were quite shocked. He looked around and said, "well, it is a big bird." One weekend at Galesville, we had finished doing yard work and Granddaddy said that he and I would take a canoe trip up the West to look for arrowheads at an old NA [Naval Aviation] site he knew of. He packed a lunch and a black, rolled up "package". I thought nothing of it. We started paddling the canoe up river into a freshening wind. After about 45 minutes, I was so tired I could hardly hold my paddle, but did not want to show my weakness, so I just keep at it. After an hour of exhausting paddling (Granddaddy doing all of the power-paddling), we

arrived at a small creek. After a quick lunch, we started searching for arrowheads and such. We ended up with one arrow point and a tool the NAs [Naval Aviators] used to open clams and oysters (I still have them both). I was dreading the paddle back home. I was so tired and my arms were worn out. We started back home, luckily with the wind at our backs. As we went along the canoe started going faster and faster, to a point where I could hardly keep my paddle in the water. I thought, "how strong and powerful my Granddaddy must be to move us so fast! I looked around and Granddaddy was just sitting in the stern with his paddle in the water, acting as a rudder. I guess the look on my face was one of total bewilderment as he just laughed and pointed up. I looked up and saw a large box kite. That kite pulled us all the way back. That was his sense of humor — and his genius.

NHJ: Were you aware at the time that he was a very important person in the world of American aviation?

WG: As far as being aware of his importance to American aviation, we knew he was a pioneer in the field, and were very aware he was an important person and held a very prestigious job with the Smithsonian, but when we were with him, his status never got in the way, and when he was with us, his status never got in the way. He was always just "Granddad."

NHJ: Many years ago, you mentioned to me that you would frequently visit the museum, and "go to work" with your grandfather. Was this a common routine during your childhood? What sort of things would the two of you discuss, or do?

WG: Going to work with Granddaddy was usually a weekend thing. If he had work to catch up on, I would go with him to the Smithsonian and pretty much hang out down in the basement areas where most of the prep work for the exhibits was going on. I wandered around down there, and most everybody working the weekends knew who I was. I was pretty much on my own and did not really bother him while we were working. We rarely talked about his work or what he was working on at the time.

NHJ: As you told some of these stories over the years, famous names in aviation would surface—the most notable of which was Charles Lindbergh—how was your grandfather able to meet all these pioneers in American aviation?

WG: Granddaddy was, for many years, the president of The Early Birds, an organization of pilots who had to have flown solo before 1920. They would get together once a year for a weekend of reminiscing and story-telling. Many early and famous men were members of The Early Birds, and he knew most all of them, personally.

NHJ: Was your grandfather a serious-minded man, or was he easy going?

WG: Granddaddy was most serious-minded when anything aviation was concerned. When he was at home and not working, he was easy going and had a great sense of humor.

NHJ: As a child, would you have considered your grandfather a mentor, and why?

WG: My Granddad started out with the Smithsonian as a model builder. He developed wonderful skills as a woodworker. He used mostly hand tools. As a child, my greatest excitement and pleasure was to be down in his basement workshop and have him show me how to use those hand tools. All of his lessons are with me today. I prefer hand tools in my shop, although I do have and use power tools. Every project I do, I have his tutelage with me and often "talk" to him as I work mostly when I screw something up and I hear him telling me to "slow down and think it through." I cherish those times with him, and wish I could show him some of my projects, that his lessons, many years ago, have produced. I hope he would approve.

NHJ: What can you tell me about the "Wright Flyer"?

WG: In 1909, the Wright Brothers brought their Flyer to Fort Myer, Virginia. to demonstrate this wonderful flying machine to the U.S. military. Granddaddy's neighbor was Alexander Graham Bell, who took him to Fort Myer to see this event. Army officials decided that they had no interest or use for the flyer. In attendance, were the British, who asked the Wrights to bring the flyer to England. They were very interested. The Wrights dismantled the flyer, shipped it to England, and it remained in England until 1948, when Paul Garber got it back. It was the first plane in the Smithsonian's aeronautical collection.

NHJ: One of the things your grandfather was known for was his love of kites. He is credited with having developed the "target" kites used for artillery training during the Second World War; however, his fascination with the machines did not stop there. What can you tell us about his development of the target kites?

WG: Having Alexander Graham Bell for a neighbor growing up in D.C. was a great influence in his love of kites. Bell helped him understand the basic shape of the kite and how it needed to be bent in order to catch the wind. Understanding that, and the ability of an aircraft's rudder and wing flaps to manage and control the wind in order to steer, allowed the idea of the target kite to develop. Adding a rudder and flaps to a kite gave it great maneuverability and control. Painting a silhouette of a German Messerschmitt or Japanese Zero on it gave the gunner something to shoot at. The target kite was born. His love for kites was with him throughout his life and he started the "Kite Carnival" that was held on the Washington Monument grounds every year for several years. Contestants from all over the world would gather to fly their "hand crafted from natural materials" kites in the event. Granddad was the Grand Marshall and Judge for the festival. He never lost his love for things that flew.

NHJ: Paul Garber served with the U. S. Army in World War I, but then in the U.S. Navy during the Second World War. How much of an influence did he have on your decision to join the Navy during the Vietnam Era, and as a decorated veteran, do you credit him with some of your "tenacity" and resolve to get through the conflict? In other words, were there skills, and other things he taught you that helped you to face some of the hardships of war yourself? Did you correspond with him much during your time in service?

WG: My granddad and my father (who served in the U.S. Navy, in the South Pacific, on PT boats) never offered any insight as to their military time or actions. Being a U.S. Navy vet myself, I understand and respect that attitude. In sharing that, I do not know much about his military career. As far as being influenced by his military service, I will tell you that we are related to John Paul Jones, and my joining the Navy was set into motion as a small child following my dad, and granddad, back to John Paul. The name Paul is strong in our family!

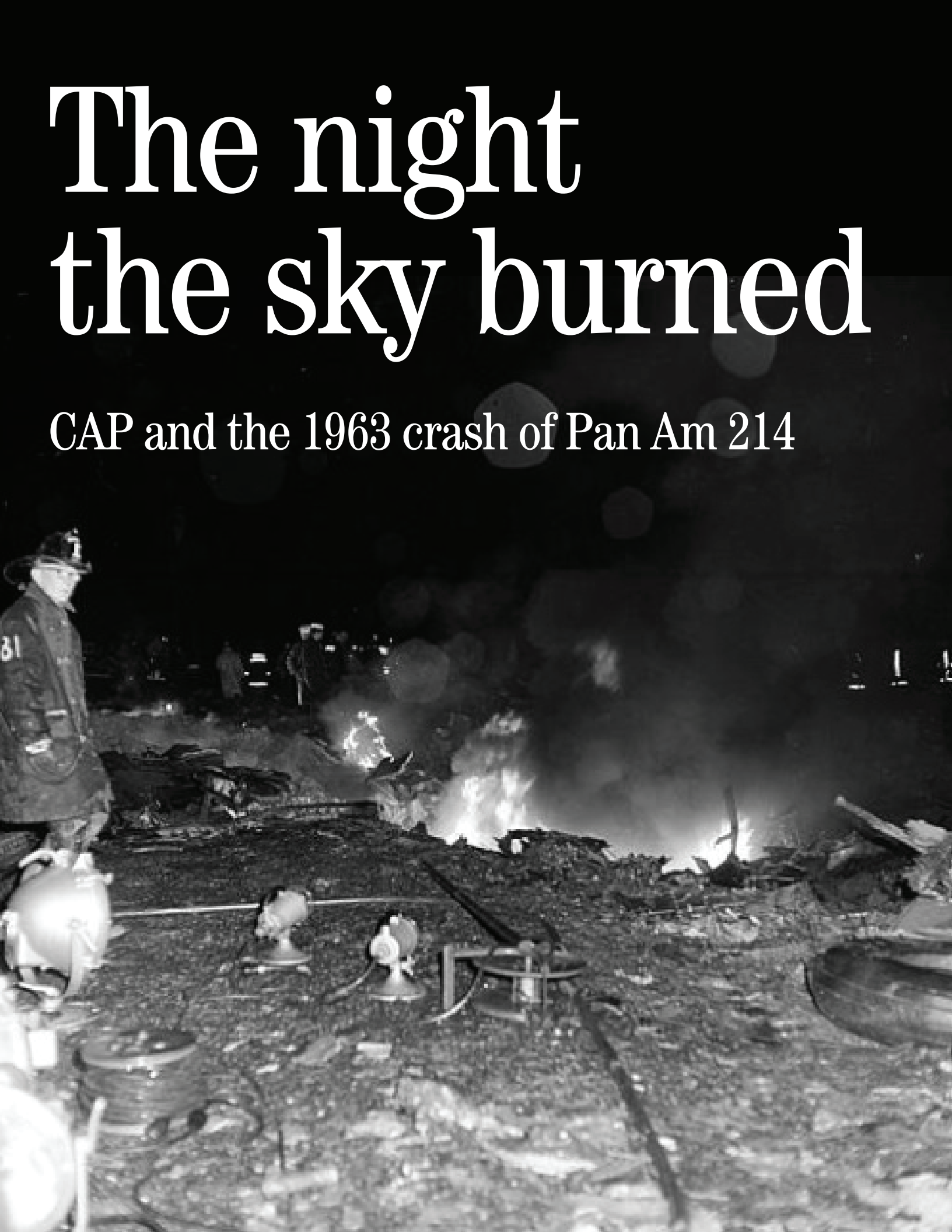
NHJ: In closing, is there a bit of trivia about your grandfather that you think very few people are aware?

WG: Granddad had an excellent singing voice. He often sang in church, the Washington Cathedral, with the choir or solo. I had spent the weekend with him and he was taking me home after church services. That particular Sunday happened to be the Fourth of July (I think about 1964-65?). Towards the end of the service, he was recognized sitting in the congregation and was asked if he would sing the National Anthem. He went on stage and started in on the song in his strong tenor voice. When he came to the end, those in attendance cheered and applauded. He took a breath and started in on the second verse. The congregation quickly went silent with bewildered looks. At the end of the second verse, again, there were cheers and applause, but he did not stop. The third verse was finished and the house was silent. He started the fourth verse and when he finished, the attendees waited a couple seconds in silence, and then, when he took a small bow, the place erupted. I never knew our National Anthem had four verses, (apparently no one else did either). I never heard him sing the National Anthem, and I was never more proud of him or to be in his presence as I was on that Sunday. ▲

The Paul E. Garber award is presented to Civil Air Patrol Senior members after successfully completing Level IV requirements within the Senior Member Professional Development Program. Paul Garber was the first curator of the National Air Museum of the Smithsonian Institution (later National Air and Space Museum of the Smithsonian Institution). The Paul E. Garber Preservation, Restoration, and Storage Facility in Suitland, Md., is named for his lifetime of service and passion for preserving aviation history.

The night the sky burned

CAP and the 1963 crash of Pan Am 214



By Lt. Col. PHIL SALEET

The following is a first-person account of the CAP response to a 1963 commercial plane crash in Elkton, Md. The narrative is from the author's own memories of events as well as excerpts from "Civil Aeronautics Board Aircraft Accident Report" by George S. Moore March 3, 1965; "Headquarters Maryland Wing, Civil Air Patrol Mission Authorization Number 3", Nov. 23, 1962, authorized by Col. William Patterson, CAP, Maryland Wing commander; "Headquarters Maryland Wing, Civil Air Patrol Mission Authorization Number 12", Dec. 8, 1963, also authorized by Patterson.

This is the story of Pan American World Airways Flight 214, a Boeing 707-121 from San Juan, P.R., to Philadelphia, Pa., with a stop in Baltimore, Md.

What started as a routine flight in good weather the morning of Dec. 8, 1963, would, before the day had ended, be the flaming, unrecognizable wreckage in a Maryland cornfield. Like all accidents, there is a reason behind the end of Pan Am Flight 214. To find out how this happened, we need to go back to the flight's path.

As in all commercial flight operations, the captain was briefed in San Juan about the weather along his route. The forecast did show the possibility of thunderstorm activity and turbulence. Included in the discussion would have been the times of the frontal passage along the east coast, which would have included the cities of Baltimore and Philadelphia. Captain George Knuth would have been given a flight folder which contained the required weather documents.

Pan Am Flight 214 departed San Juan at 1610 and the flight was uneventful up until the landing, around 1935 at Friendship Airport, which served Baltimore, Md. While on the ground, routine maintenance checks were done, and no discrepancies were noted. This included an examination for fuel leaks. The captain was again briefed by the Pan Am operations agent on the weather between Baltimore and Philadelphia. The agent provided the captain with copies of the 1900 east coast weather sequence reports, and advised him that the front had passed Baltimore "a little while ago" and would be in the area of Philadelphia about 2025.

Flight 214 departed Baltimore at 2024. After takeoff, Baltimore Departure Control provided radar vectors to pass the flight to New Castle Approach Control. At that time, no unusual flight progress was noted or significant weather. At 2042, the flight reported an altitude of 5,000 feet and control was handed over to Philadelphia Approach Control, which provided the crew with the following information:

> *"Philadelphia weather, now, seven hundred scattered, measured eight hundred broken, one thousand overcast, six miles visibility with rain shower, altimeter two nine four five, the surface wind is two hundred and eighty degrees at twenty knots with gusts to thirty. I have five aircraft, that have elected to hold until this extreme weather has passed. Do you wish to be cleared for an approach or would you like to hold until the squall line passes Philadelphia, over?"*

At this point, the crew advised Philadelphia they would hold. At 2050:45 the crew advised Philadelphia they were ready to start an approach. They were advised to continue to hold and they would be cleared as soon as possible. The crew acknowledged with "Roger, no hurry, just wanted you to know that we'll accept a clearance." Approximately eight minutes later, at 2058:56, the following transmission was heard on the Philadelphia Approach Control frequency "MAYDAY! MAYDAY! MAYDAY!" Clipper 214 out of control. Here we go." Seconds later another transmission on the same frequency was heard, "Clipper 214 is going down in flames." This latter transmission was made by the first officer of National Airlines Flight 16. The National aircraft was in the same holding pattern as Flight 214, but 1,000 feet higher, and the first officer had seen the Pan American flight descending on fire. The aircraft crashed at 2059 in the open country east of Elkton, Md., with the loss of 81 people. Witnesses in the accident area described the weather as cloudy, with light rain falling, and lightning.

Ground witnesses reported seeing an aircraft or flaming object in the sky. Many also saw lightning strike the aircraft. Some witnesses also reported an explosion in connection with the aircraft in flight after fire was observed. Others saw objects falling from the aircraft and that the various parts

A row of windows on one side of the fuselage was the largest piece of wreckage the author says was noticeable at the crash site.

of the aircraft were in flames. Nearly 600 pieces of wreckage were strewn outside the main impact crater in a line four miles long and a mile wide.

CAP was activated when Eastern Air Rescue Center activated Maryland Wing with EARC 104-8. The mission began on Dec. 8, 1963, at 2100 and was terminated around Dec. 17, 1963, at 1900.

Odenton Cadet Squadron of Maryland Wing was activated on the morning of Dec. 9, 1963. The squadron deployed five senior members and 16 cadets under the command of Maj. William Klob. As a cadet captain, I was the cadet commander for the mission.

The squadron's personnel gathered at our designated meeting place and departed for Elkton before sunrise. We arrived in Elkton around noon. Upon arrival, even before we got out of our vehicles, we saw an area of complete destruction of the aircraft, with just one piece of the fuselage standing upright on the ground, containing just eight recognizable windows, and even this piece had nothing behind it. We also noticed the trees in the woods beyond the cornfield, from a distance, looked like they were decorated with streamers. Upon closer observation, we found out that these were pieces of clothing from passenger luggage that had been tossed in the air and fell on the trees at impact.

For several senior and cadet members from the Odenton Squadron, the sight brought back memories of another mission just over a year earlier, in response to the crash of a Viscount, United Flight 297. Odenton Cadet Squadron had been activated by EARC 114-23 at 1300 Nov. 23, 1962, and terminated at 0800 Dec. 1, 1962, and they provided a senior member and ten cadets to the post-crash effort. The flight was going from Newark, N.J. to Atlanta, Ga., with intermediate stops in Washington, DC, Raleigh-Durham and Charlotte, N.C. During the descent into Washington, the aircraft struck two Whistling Swans which caused severe damage to the aircraft, resulting in a loss of control. It crashed into the ground and exploded southwest of Baltimore. Seventeen people lost their lives.

The ground in Elkton was frozen solid and covered with patches of snow. We saw a squad tent sitting on the edge of the cornfield and found out this would be our accommodations for the next two nights. There was no heat and just a ground cloth to lay our sleeping bags on. While the commander was getting his briefing, I was being filled in on what had been CAP's role from the cadet commander of the squadron we were there to relieve.

We were tasked with guarding the perimeter of the crash site to try to prevent people from entering the impact area. There were people coming through the

woods, and across the field. Individuals had already been caught taking away pieces of the wreckage. We also had to keep animals away. Later in the afternoon several of us were driven across the state line into Delaware to walk through a field where parts of the aircraft that had separated from the plane in the air had landed. They gave us red flags to stake out all the pieces we found which ranged from tiny to large items. After this was accomplished, we returned to Elkton and resumed our security duties.

As evening fell, we ate supper from a Salvation Army van. After supper, we arranged duty times so that cadets were on security throughout the night. Following a very cold night of sleeping on the ground, we awoke at dawn and got breakfast, mustered, and were given our duties for the day; for cadets it was back on security duty.

Later in the day we were tasked to search the entire crash site for anything that could help identify the passengers and crew. We were told to pick up any wallets, rings (some of which had names or initials inside), and pictures; really anything that could help with the identification process. Due to the size of the impact area, this took several hours of walking back and forth in the wreckage. We had to turnover any pieces we could not see under, which made it even more time consuming. Lunch time came and went. We ate from the Salvation Army again, plus the Red Cross.

During the searching of the impact area, I went to the house that was literally across the street from the crash. The cockpit had impacted the side of the road cutting a large semi-circle of pavement out. The home owner just happened to be under the carport talking to several investigators and was telling the story of the night the plane came down. I remember him saying that they were watching television and heard a loud noise coming toward the house. The man said he opened the front door and saw a fireball headed right for them. He told his family to run out the back door and keep running. Fortunately, none of them were hurt. The front door of the house was about thirty-five feet from where the aircraft impacted. I walked around the back of the house and laying in the back yard was the entire tail assembly, lying just a few feet from the back door. Not one piece of wreckage had touched the house.

Upon my return to the main impact area, I found a ring under a piece of wreckage and will always remember it. It was a man's wedding ring with his initials engraved on the inside. Things like that made the reality of the tragedy sink into my memory. Another observation we all had late that afternoon was the sight of the family members gathering on the road to see what had happened and to remember loved ones. It was hard to watch the depth of their despair.

As evening fell, we again availed ourselves of the Salvation Army for supper, then assigned our members to their shifts on security through the night. During the night there were spotlights circling the impact area due to the twenty-four-hour work on the crash site. We had no trouble falling asleep on the cold ground that night. Matter of fact, it felt great to lay down.

The next morning, Dec. 11, 1963, we awoke to the same duties as the day before. We stood security and searched the wreckage for more identifying items. Later that evening, we were relieved by another squadron and packed up for the journey home. I am sure we slept most of the way and I also remember how quiet we were; probably remembering all the tragedy and heartbreak we had seen.

As a result of the crash of Pan American World Airways Flight 214, as with all aviation accidents, improvements are made to help prevent the same problems later. The conclusion of the Civil Aeronautics Board's accident report was that direct lightning strikes to over wing filler caps and access plates of the configuration used on the aircraft, could produce sparks inside the fuel tank. Improvements to access plates had already been undertaken before the report was released.

The Board determined that the probable cause of this accident was lightning-induced ignition of the fuel/air mixture in the number one reserve fuel tank with resultant explosive disintegration of the left outer wing and loss of control. ▲

Lt Col Phil Saleet, CAP, is the assistant historian for Civil Air Patrol's North Carolina Wing. He served two combat tours in the Tonkin Gulf off the coast of North Vietnam and worked 32 years in the airline industry where he taught at the US Airways Training Center. He resides with his wife Pat in Newport, N.C.

The Three Mile Island Nuclear Generation Station near Harrisburg, Pa., in a file photo. The damaged Unit 2 is on the right. Unit 1 shut down in 2019.
U.S. NUCLEAR REGULATORY COMMISSION

Grace, under pressure

CAP and the response to the Three Mile Island nuclear accident

By JANET E. BLOOM

There is nothing in the world quite as unique, and wonderful, as a group of highly trained volunteers who, at a moment's notice, will charge into a dangerous situation without hesitation. This was the case in 1979, when Civil Air Patrol pilots and others responded to calls for help at a nuclear accident at Three Mile Island near Middletown, Pa., on the Susquehanna River just south of Harrisburg.

At 4 a.m. March 28, 1979, the Three Mile Island Nuclear Generating Station started to have problems. The release of a plume of gas at this time was not considered significant because the operators did not realize that radiation had been released from reactor No. 2. These operators, all veterans of Rickover's Navy, were disciplined and did not panic as they saw that issues were developing.[1] However, due to a series of missteps and bad information from the instruments, the plant continued to degrade. About two hours later, an engineer measured unsafe radiation levels in the plant and ordered everyone to evacuate. Nearly three hours after the incident began, a site emergency was finally declared, and at 7:02 a.m., the shift supervisor put in a call to the Pennsylvania Emergency Management Agency (PEMA) and informed the duty officer of the emergency. PEMA agreed, in turn, to notify the Pennsylvania Bureau of Radiation Protection.

At the federal level, some eleven different agencies could respond to a nuclear accident. They included the Atomic Energy Commission, the Departments of Defense, Education & Welfare, Health, Labor, Treasury & Commerce, the Office of Civil Defense Mobilization, the Interstate Commerce Commission, the Federal Aviation Administration, the National Aeronautics and Space Administration and the U. S. Postal Service.[2]

At this point, the Federal Emergency Management Agency (FEMA) did not exist. As both the state and federal agencies struggled to respond to this emergency, the Department of Energy (DOE) flew equipment into Harrisburg's Capital City Airport. This was home to the Pennsylvania governor's plane, a hangar owned by the U.S. Treasury Department and a local CAP squadron.[3]

Capital City Airport became the central command post for this incident, and officials flew in from all parts of the country to assist with this crisis. It was at this command post that CAP volunteers fulfilled their first assigned mission. "The airport police and a contingent from the Civil Air Patrol helped cordon off the command post area and screen out reporters and curiosity seekers. Consequently, after the first day of the accident, reporters rarely visited the command post and the people staffing it were not troubled by the press."[4]

With this timely assistance from CAP, the officials and scientists at the DOE command center were free from crowds and relentless questioning by reporters, freeing them to do the sensitive and critical work of controlling the evolving crisis at the Three Mile Island facility.

Not long after the command post was stood up for operations, a phone bank was also needed, and Civil Air Patrol responded. According to the June 1979 issue of *Civil Air Patrol News*, "Members of the Pennsylvania Wing manned the telephones in the operations center during the Three Mile Island emergency." [5]

At this point in the unfolding crisis, the CAP Pennsylvania Wing was providing much needed manpower in two critical locations- outside the command post screening visitors, and inside the command post providing much needed communication support. The Capital City Airport is located 8 miles to the northwest of Three Mile Island, well within the 10-mile emergency planning zone as defined by the Nuclear Regulatory Commission (NRC).[6] At this point in time, no one really knew where the radiation was that had been released, how much had been released or in which direction the wind would carry the radiation. Despite this uncertainty, members of CAP manned

1.Philip Louis Cantelon and Robert Chadwell Williams, Crisis Contained: the Department of Energy at Three Mile Island (Springfield, NJ: National Technical Information Service, 1980), 15.
1.Editor's note: Hyman G. Rickover (1900 -1986) is known as the "Father of the Nuclear Navy." A U.S. Navy admiral, Rickover directed the early development of naval nuclear propulsion and controlled its operations for three decades as director of the U.S. Naval Reactors office.
2.Ibid, p.20.
3.Ibid, p.38.
4.Ibid, p.46.
5.Hugh Borg, ed., "Northeast Region People in The News," sec. People in The News.
6.2020. Emergency Planning Zones. Nuclear Regulatory Commission. https://www.nrc.gov/about-nrc/emerg-preparedness/about-emerg-preparedness/planning-zones.html.

U.S. AIR FORCE

A May 1979 aerial slide photo of the 193rd Tactical Electronic Warfare Group station, Pennsylvania Air National Guard, shows the proximity of Three Mile Island to Harrisburg International Airport, along the Susquehanna River.

their posts and carried on in a calm, competent and professional manner.

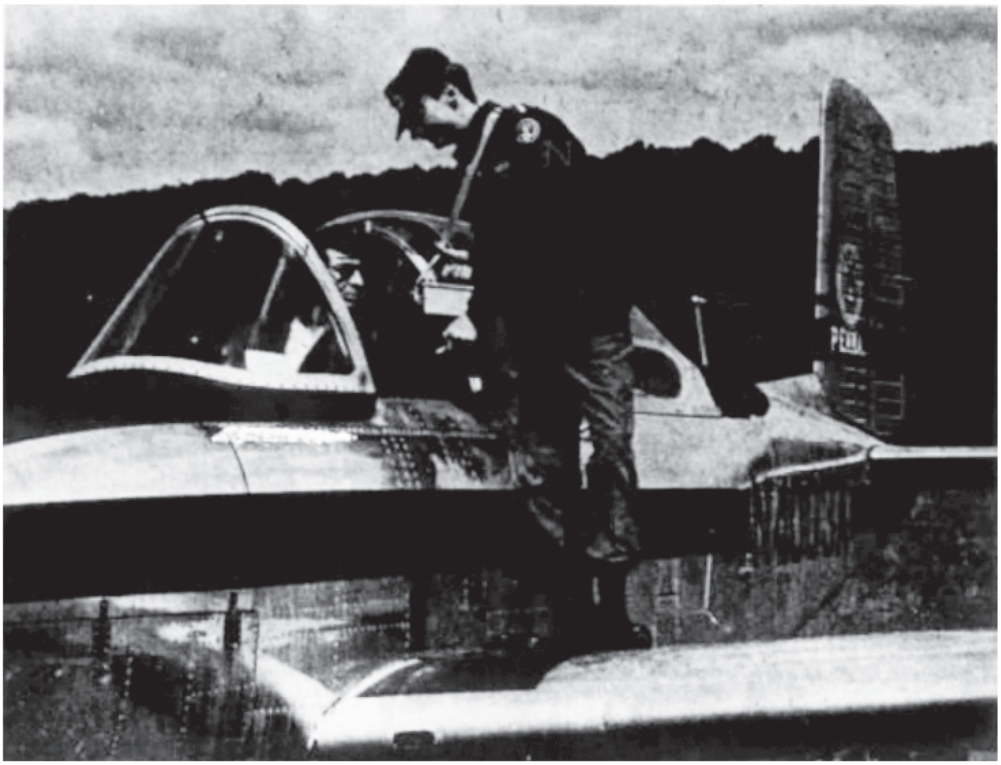
Uncertainty about the radioactive material that had been released caused the EPA's Office of Radiation Programs to immediately send out personnel with radiological monitoring equipment at various points around the Three Mile Island plant. They acted swiftly, and began to sample various areas and substances daily starting April 1, 1979, just three days after the incident. Starting with twelve stations within the inner six- to seven- mile radius, they worked out to a total of 31 stations outside of the seven-mile radius. All of these stations remained in operation throughout April 1979.[7] They measured water samples in the Susquehanna River and Chesapeake Bay as well as drinking water in order to check for contamination.[8] In addition, they were worried about contamination of milk from local dairies. EPA technicians, using aerial photographs, located 570 dairies within twenty-five miles of the reactor, and on April 5, 1979, the EPA started sampling milk.[9]

A decision was made to contact CAP, and CAP pilots began flying milk samples to New England to be tested for radioactive contamination. Publications after the accident indicate that Civil Air Patrol aircraft were tasked with aerial monitoring of the radioactivity that was leaving the stack of the reactor. Why would CAP undertake such the risky mission of flying through a plume of radiation over the reactor or flying milk that was potentially contaminated with radiation? From 1950, until years after Three Mile Island, aerial radiological monitoring was an Air Force-assigned mission for CAP, and CAP members had trained for occasions just like this.

CAP, initially founded to help patrol the waters off our coasts for foreign enemies, took on different roles in peacetime after World War II. With the signing of the 1950 U. S. Civil Defense Act, the responsibility for nuclear survival plans was delegated to local and state level authorities.[10] In the last Memorandum of Understanding prior to the Three Mile Island accident, signed in Washington, D.C. in early 1975, between CAP and the Defense Civil Preparedness Agency was "aimed at increasing cooperation between CAP regions and wings, and state and local civil defense agencies."[11]

When the U.S. performed the first open nuclear bomb test known as Operation Cue in 1955, it was a group

7. Christine Perham, "EPA's Role At Three Mile Island," EPA (Environmental Protection Agency, September 22, 2016), https://archive.epa.gov/epa/aboutepa/epas-role-three-mile-island.html.
8. Ibid.
9. Ibid.
10. Jayson A. Altieri, "Minutemen and Roentgens: A History of Civil Air Patrol's Aerial Radiological Monitoring Program," Air Power History , 2021, pp. 43-50.
11. The Evening Sun. 1975. "Memorandum Signed at the Pentagon," January 4, 1975.



ONE OF THE PURPOSES of Civil Defense-Civil Air Patrol exercises on Saturday was to simulate wartime conditions, including radiation inspections. In the top photo, Cadet Captain John Selders, Squadron 405, Danville, runs a Geiger counter over the person and plane of Major G. Warren Peterman, commander of CAP Group 40. In the bottom photo, Staff Sergeant Curt Hildebrandt, Squadron 405, inspects Lt. Clinton Fenstermaker, Squadron 406, Bloomsburg.

(Danville News Photo)

From the Danville News, May 26, 1976.

of six pilots from the Nevada Wing of Civil Air Patrol that carried out the first radiological monitoring, flying in a Stimson 165 light aircraft.[12] Why was CAP chosen for these incredibly important missions during nuclear tests? General Beau stated "The Civil Air Patrol is the only nationwide, disciplined, volunteer, civilian, flying organization presently in the process of being trained and equipped to do this work."[13]

In response to the mission requirements of flying radioactive materials or monitoring radiation levels in an aircraft, Civil Air Patrol developed Radiological Monitoring courses. The critical reference used during this training was the Handbook for Aerial Radiological Monitors: Supplement to Handbook for Radiological Monitors FG-E-5.9, last published by the Office of Civil Defense (OCD) in the Department of Defense in 1977.[14] In addition, they had to be trained to the standards outlined in both CAP Manual 50-15, *Emergency Services Procedures* and CAP Manual 55-1, *Operational Missions within CAP's OPLAN 1000* (CAP support to the National Command Authority), as well as air search and rescue techniques, and communications, and foundational understanding of civil defense preparedness, radiological instruments, monitoring operations and techniques.[15] All CAP personnel who completed this training were awarded the CAP aerial radiological monitoring patch, which was to be worn on the right sleeve of their uniform.[16]

JANET BLOOM

CAP's aerial radiological monitoring patch.

Radiological Monitoring training was not just learning about flying the missions and how to use the monitoring equipment. An equally important part of working around radiation, radioactive materials and or radioactive leaks is personal safety. In the OCD Handbook, it states clearly that "the team should be familiar with the appropriate measures for individual protection, for the protection of aircraft from fallout contamination and for decontamination of aircraft."[17]

Once the CAP Radiological Monitoring training course was coyears leading up to the Three Mile Island incident, the Pennsylvania Wing of Civil Air Patrol held annual wing-wide exercises to sustain and enhance their skills. In1972, CAP Pennsylvania Wing held one of these simulated nuclear disasters in Indiana County.[18] In 1976, a large Pennsylvania Wing exercise was held with more than 50 senior members and 40 cadets in Elysburg, Pa. This two-day exercise stressed "radioactive material and its detection on land and in the air."[19] The last Pennsylvania Wing exercise to be held prior to Three Mile Island was in 1978 in Luzerne County. Once again at this exercise, a simulation involved a "downed aircraft" carrying some kind of radioactive materials. Once located, the "plane" was "checked for radiation by trained radiological monitors with radiation detecting devices."[20] In addition to passing the course on aerial radiological monitoring, CAP members in Pennsylvania and across the nation practiced as individuals and as groups to hone their skills.

When CAP was called to monitor radiation from the reactor stack or to fly milk samples to New England for testing, Pennsylvania Wing was ready because it trained for it for years. According to the Dec 1, 1979, issue of *The Evening Sun* of Hanover, Pa.: "When the Food and Drug Administration needed an airplane to fly milk samples to New England for testing for radioactive levels, the Carroll Composite Squadron was contacted by the Baltimore office of the FDA. Capt. Richard Slechter, squadron flight operations officer flew the overnight flight. Subsequent flights were turned over to the Pennsylvania Wing of the Civil Air Patrol for execution."[21] As a result of these flights to test milk, which went on

12. Frank A. Burnham, "Chapter 8: Blueprint for the Future," essay in Hero Next Door, (Falbrook, CA: Aero Publishers Inc., 1974), 95–106.
13. Ibid.
14. Altieri, Jayson A. 2021. "Minutemen and Roentgens: A History of Civil Air Patrol's Aerial Radiological Monitoring Program." Air Power History 68 (1): 43–50.
15. Ibid.
16. Ibid.
17. Handbook for Radiological Monitors FG-E-5.9, United States Department of Defense, 1966. https://books.google.com/books?id=Fs9HAQAAMAAJ&printsec=frontcover&source=gbs_ge_summary_r&cad=0#v=onepage&q&f=false.
18. Dave Putnam, "Civil Air Patrol, Civil Defense Tackle Mock Disasters in Area," The Indiana Gazette, November 20, 1972.
19. Danville News, ed., "Civil Air Patrol Holds Exercise over Weekend." The Danville News, May 26, 1976.
20. Scranton News, ed, "CAP Will Take Part in Disaster Exercise," The Times-Tribune, May 12, 1978.
21. *The Evening Sun,* "Civil Air Patrol Helps in Emergencies for 38 Years," December 1, 1979, Saturday edition, sec. B. https://www.newspapers.com/image/521168559/?terms=civil%20air%20patrol%20at%20three%20mile%20island&match=1.

through the month of April, 1979, the milk from local dairies was impounded because "Iodine 131 is taken up in the human thyroid through milk."[22]

The crews that flew over the stack to monitor radiation were often mentioned and/or commended for their work in later publications. In 1982, *The News Journal* of Wilmington, Del., reported the "CAP emergency services mission included participation in the sandbagging efforts during the Johnston flood disaster and radiological measurement missions flown by CAP volunteers during the Three Mile Island crisis."[23] In an article in the August 2001 issue of *EVAC* (Emergency Volunteer Air Corps) Lt. Col. Joseph DePaolo wrote: "Airborne monitoring can provide greater safety for the monitors and a faster method of obtaining needed readings. Decontamination must be provided for the exposed aircraft and crews. The Civil Air Patrol did a great job at Three Mile Island in Penn. some time ago and proved this point."[24]

CAP's proud legacy of aerial radiological monitoring from Three Mile Island continued across all CAP wings for several years after the Three Mile Island nuclear accident. When new commanders appointed Civil Defense Liaison Officers, as was the case when Maryland Wing Commander Col. Frank Kunkowski appointed Captain Duane Nichols to this post, the duties were clear. Nichols would be "responsible for the training of Maryland CAP pilots and observers in airborne radiological monitoring."[25] The 1979 Daily Times article went on to state: "CAP is responsible for monitoring after nuclear attack, but it will also be responsible for monitoring radiation levels in the case of nuclear accident such as the Three Mile Island episode... As was the case with Three Mile Island, the CAP may also be used to ferry food and milk samples to distant laboratories for analysis or to ferry CD or NRC people to accident sites."[26]

The emergency response to the accident at Three Mile Island was considered to be the worst emergency response in US history. Criticism of the various government agencies, and their inability to coordinate this emergency response, led to the formation of FEMA by Executive Order 12127 on March 31, 1979.[27] The U. S. Nuclear Regulatory Commission had managed both the public warning and the evacuation so terribly during the Three Mile Island crisis that President Carter reassigned some of the NRC's duties to the newly formed FEMA.[28] Some four months later, on July 20, 1979, Executive Order 12148 was signed and additional duties from various agencies were transferred to FEMA, which made it fully operational.[29]

Following the creation of FEMA was the creation of the Federal Radiological Emergency Response Plan (FRERP) in 1985. Out of this plan was born the Federal Radiological Monitoring and Assessment Center, which is an interagency organization under the Department of Energy to provide an integrated federal response to any radiological emergency.[30] The FRERP was superseded by the National Response Plan in 2004.[31]

While Civil Air Patrol's role in aerial radiological monitoring continues to be documented as a role for CAP in its 2017 *CAP Mission Scanner Handbook*[32], it has become apparent that roles have shifted, and that radiological monitoring has disappeared from CAP's Air Force-assigned missions. Today, the Air Force no longer funds radiological monitoring missions for CAP, and CAP does not teach the course nor does it practice these skills during exercises. It is clear, though, that at the time of the Three Mile Island nuclear accident, Pennsylvania Wing supported the emergency response to this accident with great bravery and professionalism. ▲

22. Karen Dorn Steele, "Nagasaki Bomb Opening Act of Toxic Legacy," The Spokesman-Review, August 9, 2020, Sunday edition.
23. Patrick Ritchie, "Civil Air Patrol: Ready to Serve," The News Journal, November 25, 1982, Thursday edition.
24. The Daily Times, ed. "Nichols Is Named to CAP Post," May 14, 1979, Monday edition.
25. Ibid.
26. Jacob Murrow, "EVAC: The Emergency Volunteer Air Corpssm," DePaolo Articles (Emergency Volunteer Air Corps, August 2001), https://www.evac.org/depaolo.htm.
27. Jimmy Carter, "Executive Order 12127: Federal Emergency Management Agency," Homeland Security Digital Library (United States. Office of the Federal Register, March 31, 1979), https://www.hsdl.org/?abstract&did=464521.
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29. Jimmy Carter, "Executive Order 12148: Federal Emergency Management," Homeland Security Digital Library (Washington, DC: Office of the Federal Register, July 20, 1979), https://www.hsdl.org/?view&did=463236.
30. "Federal Radiological Monitoring and Assessment Center," Nevada National Security Site. U.S. Department of Energy National Nuclear Security Agency. Accessed April 15, 2021. https://www.nnss.gov/pages/programs/FRMAC/FRMAC.html.
31. Ibid.
32. Rich Simerson, United States Civil Air Patrol, USAF Auxiliary, Mission Aircrew Reference Text. Volume 1, Mission Scanner (Montgomery, AL: Civil Air Patrol, 2017).

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